The Bombay Gazette,

PUBLISHED DAILY; AND CIRCULATED THROUGHOUT THE PRESIDENCY, BRITISH INDIA, & THE EAST.

No. 5,271, New Series.] BOMBAY: TUESDAY, MAY 13, 1862. [Annual Subscription in advance...Rs. 52 Single Copy for Cash ..... As. 4

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FOR LIVERPOOL DIRECT.

TO SAIL ABOUT 15th MAY, The A 1, Ship SOUTH CAROLINA, H. M. SHAPCOTT, Commander, has superior accommodation for passengers, who will be provided with bed and bedding.

For terms apply to Captain SHAPCOTT, on board or to,
COUPLAND & Co.,
Agents.
Bombay, 16th April 1862.

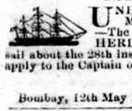
FOR LONDON.

TO SAIL ABOUT THE 26TH INSTANT.—Messrs. D. DUNBAR & Son's, A 1, 12 years' Ship "MORAYSHIRE," Captain MATHERS, has good accommodation for Passengers. For Freight or Passage, apply to
Per Pro. LECKIE & Co.,
Bombay, 13th May 1862. H. BYNE.

FOR LONDON.

UNDER ENGAGEMENT TO H. MAJESTY'S GOVERNMENT.—The splendid Ship "MARY SHEPHERD," 905 Tons, A 1, 13 years, to sail about the 28th instant. For Freight or Passage apply to the Captain on board, or to
MARTIN, YOUNG & Co.,
Agents.
Bombay, 12th May 1862.

FOR LONDON.



THE fine A 1 13 years fast sailing ship BURLINGTON, Captain HOWES, will sail about the 25th May For Freight and passage apply to
W. NICOL & Co.
Agents for Captain and Owners.

FOR CALCUTTA DIRECT.

TO SAIL ON THE 25TH MAY 1862. The fine fast Ship FUTTAY SHAW ALLUM, R. MICHAEL, Commander, for Freight or Passage apply to,
HADJEE JOOSUB NOOR MAHOMED.
Out of Fort at Musjeed Bunder.

FOR MALABAR COAST.

THE Calcutta and Burmah Steam Navigation Company Limited. will despatch the Steam Ship GOVERNOR HIGGINSON, to Beypoor, (touching at the usual ports on the Coast including Sadasewghur) on the 13th Instant. For Freight, Passage, &c. apply to
W. NICOL & Co.
Agents C. and B. S. N. Company, Limited.

FOR KURRACHEE.

THE Bombay Steam Navigation Company will despatch the Steamer TILLY, for Kurrachee, on WEDNESDAY the 28th Instant, at 5 o'clock P. M. touching, should inducement offer, at Porebunder and Dwarka.

For Passage, Freight, and further particulars, apply &c. as above.
12th May 1862.

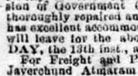
FOR SURAT.

THE well-known and fast Sailing Steamer SIR J. R. CARNAC, T. VAN WULLEN in charge, will leave Fort above Fort, THIS DAY, TUESDAY, the 13th inst, at 10 o'clock A. M. positively.

It is requested that Passengers will not go on board without shipping order from the office.

For Freight or Passage, apply at Office
Bazar Gate Street, Fort.

FOR SURAT AND GOGO.



THE fast-sailing first Class Steam-ship MANCHESTER, W. MILES, Commander, lately repaired extensively and efficiently in Her Majesty's Dockyard under the superintendence of Government Officers, her Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first Class Passengers, will leave for the above Ports, THIS DAY, TUESDAY, the 13th inst., at 2 P. M. positively.

For Freight and Passage, apply at the Office of Javerchund Atmaram Kakaparakwalla, Bazar Gate Street, Fort.

JAVERCHUND ATMARAM,
Bombay, 12th May 1862. Manager.

NOTICE

IS HEREBY GIVEN, that four Bales JUTE, received ex *Meyell*, N. SPOONER, Master, from Calcutta, now lay unclaimed on the Bunder, and will be sold at Public Auction by Messrs. BENSETT & Co., on SATURDAY, the 17th May, 1862, if the expenses on the same be not paid, and the Goods removed before the 6th instant.

J. P. CORNFORTH & Co.,
Agents for Captain Spooner.
Bombay, 8th May 1862.

RED BOOT.

ENGLISH AND FRENCH Ladies', Gentlemen's and Children's Boot and Shoe Mart, Hummum Street, Bombay and Poona.

R. PARTRIDGE.

GILLON'S SCOTCH CONFECTIONARY.

COMPRISING—

Raspberry Drops.	Mixed Lozenges.
Mixed Drops.	Colored Almonds.
Mixed Caraways.	Rock Candy.
Barley Sugar Scales.	Peppermint Lozenges.

Rs. 14 per Bottle.
Apply to McCOMBIE & WRIGHT.

ON SALE.

THE Bombay Army List, also Her Majesty's Indian Navy List, and the Bombay Civil List, including the Ecclesiastical Establishment. Corrected to 31st March 1862, at the *Bombay Gazette* Office, 27, Apollo Street, Fort.

ROSSELET & CO.

WATCHMAKERS AND JEWELLERS from Geneva, 3, Meadow Street, Bombay. Fine Assortment of Gold and Silver Watches for Ladies and Gentlemen, beautiful Selection of Jewellery, finest Guinea Gold. Musical Boxes and Clocks. Spectacles and Opera Glass.

Repairing carefully attended to at reasonable terms.

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AT THE BIBLE SOCIETY' DEPOSITORY, Verge of the Esplanade, Omboee Talao, BIBLES AND TESTAMENTS, in English, Marathi, Hindustani, Gujerathi, Parsi, Portuguese, French, and nearly fifty other languages, principally Eastern and European.

Revised Editions now available.

Marathi Bible, royal 12mo. 1 Rupee. Testamente, 4 Annas. Gujerathi Old Testament, Price 12 Annas. New Testament, gilt, 1 Rupee; plain, 4 Annas.

The Gospel of John, in English and Marathi. The Marathi expressed in Roman letters. Price 4 annas.

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CAPITAL £2,000,000

FIRE Premiums for year	1856.....	£151,78.
Do.	do. 1857.....	175,00.
Do.	do. 1858.....	196,14.
Do.	do. 1859.....	228,31.

RESERVED FUND, £140,860

Policies covering risks on Merchandise and Buildings in Bombay continue to be granted by the above Company through their Agents. DETACHED BUNGALOWS AND HOUSEHOLD FURNITURE insured on very favourable terms.

Royal Insurance Company.

LIFE BRANCH.

THE undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c. &c., to intending applicants for Insurance.

CAMPBELL, MITCHELL, & Co.
Agents Royal Insurance Company.
Bombay, 1st November 1860.

ADVERTISEMENT.

A SPECIAL GENERAL MEETING OF THE CHAMBER OF COMMERCE, will be held on WEDNESDAY next, the 14th instant, at 1 P. M., for the purpose of electing a Chairman in the place of JAMES N. FLEMING, Esq., who has left Bombay for Europe.

By order of the Committee,
H. BROOKE,
Secretary.
Bombay Chamber of Commerce, 10th May 1862.

NOTICE.

ALL persons having claims against, or indebted to, the Estate of the late Surgeon Major W. C. NEILSON, M.D., Medical Establishment, are requested to communicate with the undersigned by the 31st instant, after which date no claims against the Estate will be admitted.

W. V. SHEWELL, Major,
President Committee of Adjustment.
Mhow, 7th May 1862.

HUNTLEY AND PALMER'S BISCUITS.

JUST RECEIVED, *fresh and new*, a few dozens of the following varieties of Biscuits from the above well-known house:—

	Rs.	A.
Mixed..... Per tin...	2	0
Captain's ..... " ...	1	8
Cracknel's ..... " ...	1	8
Queen's ..... " ...	1	12
Ginger Nuts ..... " ...	1	12
Machine ..... " ...	1	12
Ginger Drops..... " ...	2	0
Italians (very superior) ..... " ...	2	12
Plain Arrowroot ..... " ...	1	12
Victoria's ..... " ...	1	12
Lemon Dessertis..... " ...	2	4
Orange ditto ..... " ...	2	4

PERFUMERY,

FROM PLESSE AND LUBIN, OF LONDON.

Kiss-me-quick.	Per bottle...	Rs. 1-12 and...	3 4
Jockey Club.	"		1 12

28, Medow Street. CHESSON & WOODHALL.

PER OVERLAND MAIL.

CHEESES, HAM, AND BACON.

THE undersigned have just received by the Overland route, their monthly supply of Berkley, Cheddar, Stilton, Somerset, Double Gloster, and North Wiltshire Cheeses, Prime York Hams in Canvass, and Flitches of Bacon in Canvass. To be sold by the Pound.

McCOMBIE AND WRIGHT.

FOR SALE IN GOOD ORDER.

ONE 14-inch Dumpy Level, with Stand, and Staff, by *Elliott Brothers*. Price Rs. 170. Apply to
McCOMBIE AND WRIGHT.
April 9th, 1862.

P. GRANT AND SON.

ARMY AND HUNTING SADDLERS
HARNESS MAKERS, &c.,
No. 1, MEDOW STREET, FORT, BOMBAY.
(*Late W. Tapp's Saddlery Establishment*)
AND
EAST STREET POONA.

FOR SALE.

PATENT ASPHALTIC ROOFING FELT. A light and permanent roofing, impervious to rain, and can be used either alone, or under Tiles, Metal, or other Roofing.

Also,
Improved Patent Sheathing Felt. Apply to
LYON BROTHERS & Co.

ORIENTAL INLAND STEAM COMPANY
LIMITED.
COMMUNICATION BY STEAM AND OTHERWISE THROUGHOUT INDIA.

Steam Between Kurrrachee and Ferozepore.

The Oriental Inland Steam Company (Limited) has arranged to run a Steamer twice a month between Kurrachee and Ferozepo re. For rates of freight and all further particulars apply at the Oriental Inland Steam Offices 9 Billiter St. London, 13 Strand Calcutta, McLeod Road Kurrachee, or in Ferozepore and Lahore to Alexander Dunn, and here to
ALEXANDER DUNN.
10 Apollo Street.
Bombay, May 1862.

Steam Between Kurrachee and Mooltan.

The Oriental Inland Steam Company's vessels.
Indus, Captain Webster.
Satlej, Captain Johnston.
Ravee, Captain Fergus on.
Jhelum (building.)

Are appointed to sail regularly between Kurrachee and Mooltan, carrying goods for Sukkur and other intermediate stations. For rates of freight and other particulars apply in Kurrachee and the Oriental Inland Steam Company's Offices, McLeod Road; in Mooltan to H. Spencer; and here to
ALEXANDER DUNN,
10 Apollo Street.
Bombay May 1862.

Steam Between Kurrachee and the Upper Indus.

The Oriental Inland Steam Company (Limited) has made arrangements for carrying goods and passengers between Kurrachee and Mithunkote.

The Punjab Government is also making arrangements for the regular transit of Steamers and Flats from Mithunkote to Kalabagh and back; so that goods and passengers from Kurrachee can be forwarded to the Stations situated Trans Indus.

For rates of freight and all other particulars apply in London to John Bourne, 9 Billiter Street; in Calcutta to John Bcemeres, 13 Strand; and here to
ALEXANDER DUNN,
10, Apollo Steet.
Bombay, May, 1862.

Steam Between Calcutta and Allahabad.

The public is respectfully informed that the following vessels of the Oriental Inland Steam Company (Limited) intended for the navigation of the Ganges and its tributaries are now in an advanced state of progress, and may be expected shortly to be plying on their stations:—

Ganges, 400 horses power.
Jumna, 400 horses power.
Soane, 120 horses power.
Gogra, 120 horses power.

The Soane and Gogra are vessels of the same power and quality as the Steamer Indus now plying between Mooltan and Kurrachee. The Ganges and Jumna are vessels greatly exceeding in power and carrying capacity any vessels heretofore existing in India, and are intended for the conveyance of large quantities of merchandize at a cheap rate.

The Company undertakes to carry goods from Calcutta, Bombay and Kurrachee to any part of the Punjaub at through rates, and it carries by road and railway as well as by boats on the rivers.

ALEXANDER DUNN,
10 Apollo Street.
Bombay, May, 1862.

Conveyance of Parcels and Merchandize Between England and India.

The Oriental Inland Steam Company (Limited) has now made arrangements for the reception of parcels and merchandize in England for transmission to any point of India, and for the reception of parcels and merchandize at the principal stations in India for transmission to any part of England.

The main benefit of this organization is that the send ror consignees of goods, whether in England or India, have one responsible party to look to for the safe transmission of goods to their several destinations, without the delays and complication incident to previous methods, and without the necessity of employing any intermediate Agency. For further particulars apply at the Company's Offices, 9 Billiter Street London, Queens Terrace Southampton, 13 Strand Calcutta, Macleod Road Kurrachee, or here to
ALEXANDER DUNN.
10 Apollo Street.
Agent to the Company for Bombay and the Punjaub.
Bombay, May, 1862.

T. WILLIAMSON,

GENTLEMEN'S HAIR CUTTER,—Hair Cut at the Shop..... Rs. 1
Do. do. at their own Houses ..... " 2

A Supply of the undermentioned Toilet Requisites and Medical Specifics on hand.

Williamson's Vegetable Hair Oil, for the Growth and Preservation of the Hair. Price Rs. 5 per 4 oz. phials.
Do. Anti-Scurf Hair Lotion. Price Rs. 3 per quart.
N. Williamson's Asthmatic Powders, warranted to cure the Asthma in 15 days at furthest, Rs. 8 per 1 dozen packets.
Do. Vegetable Dysentery Pills, Rs. 2-8 per dozen.
No. 31, Medow Street, Fort.

C. STEPHEN & SONS.

TAKE this opportunity of informing the Public, that as much anatomical skill is required in Shoeing a horse *properly*, they are now enabled to arrange so that one of them shall constantly be in attendance at the Forge to superintend the workmen, all of whom are Europeans, and have served their time in one of the first Forges in London. The injury done to animals in this Presidency by the ignorance of Farriers, who, without the slightest knowledge of the anatomy of the Horse's foot, practice their craft, is quite incalculable, and highly detrimental to the public interest.

Terms of Commission—5 per cent.
Certificates given as usual on the Soundness or Unsoundness of Horses for the Fee of Rupees 5.

C. STEPHENS AND SONS'
Veterinary Establishment, Commission Stables and Forge, Baboola Tank Road, Mazagon.

NOTICE.

NOTICE IS HEREBY GIVEN, that the provisions of the following Section of Act XIV. of 1856 will be strictly enforced by the Municipal Commissioners:—

Section XL.—Whoever, being the occupier of a house in or near any street, keeps, or allows to be kept, for more than twenty-four hours, or otherwise than in some proper receptacle, any dirt, dung, bones, ashes, night-soil, filth, or any noxious or offensive matter, in or upon the roof of such house, or in any out-house, yard, or ground attached to, and occupied with, such house, or suffers such receptacle to be in a filthy or noxious state, or neglects to employ proper means to remove the filth therefrom, and to cleanse and purify the same, shall be liable to a penalty not exceeding Fifty Rupees.

W. TRACEY,
Clerk to the Municipal Commissioner.

HAMILTON'S PIANOFORTE INSTRUCTOR.

PRICE Rs. 2-12 annas, post-paid to any part of India. Rs. 2½ in Bombay.

CZERNY'S 101 EXERCISES FOR PIANO.

PRICE Rs. 2-12 annas, post-paid to any part of India. Rs. 2½ in Bombay.

28, Medow Street. CHESSON & WOODHALL.

NOTICE.

WE have empowered MR. JOHN MITCHELL to sign our firm by procuration from this date.
9th May 1862. CAMPBELL, MITCHELL & Co.

NOTICE.

APPLICATIONS will be received from skilful and experienced Engineers for preparing detail Plans and Estimates for the Jafer Alee Spinning and Weaving Company, Surat, up to 15th May. For Terms &c., apply to J. D. at the Office of MERWANJEE NUSSERWANJEE BHOWNAGERIA, Esq., Fort.

FOR SALE.

THE SIND DIRECTORY, consisting of 324 closely printed 8vo. pages. Comprising every information connected with the Revenue, Finance, Agriculture, Commerce, &c. of the Province. With a neatly executed Map, showing the division of the Province, principal roads, &c.—A Plan of Kurrachee, showing the Civil and Military Limits, and the Harbour Improvement Works in Progress.—A Code of Signals made between Munora Point and the Camp at Kurrachee.

In addition to the usual information pertaining to a Directory, will be found a general description of the Province, and the principal Towns. A Chronological Register of Events from 1843 to 1861. The Services of the Sind Horse from 1839 to 1861. A brief Memoir of the late General John Jacob, C.B. Hints on Irrigation. Cotton Cultivation. Wool Trade. Regulations of the Cantonment Bazar. Circular Orders by Commissioner. Selections from the General Orders of the late Sir C. Napier, Governor of Sind. Port and Harbour Rules and Regulations. Assessed Taxes. Government Resolution regarding the sale of Waste Lands. The New Customs' Act, &c. &c.

A general description of the Punjab, and an Abstract from the Administrative Report for 1860-61.

Price Rs. 6.

Copies may be had at the *Bombay Gazette* Office, Apollo Street, Fort, or of Messrs. MERWANJEE, PRUCH, & Co., Kurrachee.

Outstation Orders must be accompanied with an advice of remittance. By remitting an additional Two Annas the Directory can be sent to any part of India, post free.

NOTICE.

TO THE CLERGY AND TRUSTEES OF CHURCHES. Landing ex *Mary Shepherd*, Tent (Sacramental Wine) at Rs. 29 per dozen. Apply at the Godowns of
LEGGATT & Co.
Bombay, 17th April 1862.

CHESSON & WOODHALL'S LIBRARY.

28, MEDOW STREET.

NEW BOOKS, AND NEW EDITIONS.

RECEIVED PER STEAMER "MALTA."

The Spy. By J. F. Cooper.....	Rs. 0 12
Japhet in search of a Father... By Capt. Marryatt	0 12
The Captain of the Guard. By Jas. Grant	1 8
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Tales from Bentley. 2 vols	4 8
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Vol. 3 will be out next month.

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Hiley's English Grammar, Key, and Exercises, 3 vols..... 6 0
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Sporting Scenes in South Africa. By Captain Drayson 1 8

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LONDON SOCIETY. An illustrated monthly magazine of light and amusing Literature for the hours of relaxation. Nos. 1 to 3 received. Subscription for Bombay, Rs. 9 a year. For outstations Rs. 10.

BARRINGTON, By CHARLES LEVER. Rs. 9 and 10 as above. Parts 1 to 8 received.

CHAMBER'S THE BOOK OF DAYS. A Miscellany of Popular Antiquities in connection with the Calendar. Including anecdote, biography and history, curiosities of literature, and oddities of human life and Character. Illustrated. Rs. 6½ and 7½ as above Parts 1 to 6 received.

THE HALF PENNY GAZETTE. Rs. 2½ and 3½ as above. Parts 1 to 8 received.

☞ No name registered for a shorter Period than twelve months. Amount of Subscriptions must accompany orders, or these will not be attended to.

CHESSON & WOODHALL.
28, Medow Street.

W. H. WALKER & Co.,

IRONMONGERS, CUTLERS, BRASSFOUNDERS AND GENERAL DEALERS, Corner of Church Street, Fort.—Rely on their customers not to hesitate in sending orders for *anything* required.

GALVANIZED WROUGHT IRON PIPING ¼ to 2 inch.
COCKS, STOP, BIB, and BALL, ½ to 1½ inch.
STEEL, BLISTER, very best Rs. 20 per cwt.
VICES, PARALLEL, and BENCH, 4 to 7 inch.
ANVILS, SMITH'S, and SWAGE. HAMMERS.
DRILLING MACHINES. JIM CROWS. LATHE CARRIERS.
COIR MATTING in Rolls, 60 feet by 3 feet—Rs. 12-8.
BICKFORD'S WET and DRY FUZE.
PUMPS, Double Action, LIFT and FORCE combined.
DITTO, LEVER from 3 inch 3 inch barrelle.
HINGES, very handsome, English-made, for Godown Doors, Factories, Spinning Mills, &c.

W. H. WALKER & Co.

NOTICE.

SEALED TENDERS for the supply of Four Millions (4,000,000) of Pucka Bricks will be received at the office of the Executive Engineer, North Canara, at Sirsy, up to 1 P. M. of the 20th June next.

The Bricks are to be delivered at Belikui Cove in Sudashewghur Bay and at various points on the River bank between Sudashewghur and Kadra (20 miles) in such proportions as shall be hereafter decided on by the Executive Engineer.

One million Bricks must be delivered before the 1st December 1862, another million before the 1st March 1863, and the remainder before the 1st June 1863.

Each brick to be 8½ inches in length, 4½ inches in breadth and 3 inches in depth; all unsound bricks will be rejected.

A deposit of 10 per cent. on the amount of the Contract must be deposited with the undersigned on the signing of the Contract.

The undersigned is not bound to accept the lowest or any tender, or to give any reasons for the rejection of a tender.

W. A. BAKER, Captain,
Executive Engineer, North Canara.

Kurrachee Auction Sale of Valuable Household Property.

MESSRS. TREACHER & Co. have received instructions to sell (at their Rooms, Kurrachee) on Monday 26th May at 5 P. M.

LOT 1.—A large substantial well built up per roomed House (situated near the Church, opposite the Royal Artillery Mess, and known as Captain HAMILTON'S Bungalow) together with Outhouses, &c. &c. The House is situated in Bazaar limits, is well adapted either for a Private residence, House of business, or First Class Hotel.

LOT 2.—Two Houses situated at Munora, next the Lighthouse (late the property of Sir BARTLE FRERE, K.C.B.)

Kurrachee, 6th May 1862.

THEATRE ROYAL, GRANT ROAD.

TUESDAY, 13TH MAY 1862.
SECOND APPEARANCE OF
MISS EMMA GRATTAN,

When will be produced by particular desire "Bulwer Lytton's" admired Play in Five Acts, entitled,—

LOVE AND PRIDE,
OR THE LADY OF LYONS.

The whole to conclude with the Haymarket Farce of a

DUEL IN THE DARK,

Mrs. Greenfinch .....
Countess Rambucto with songs } **Miss Grattan.**
The Hon. Augustus Melton ...
Mr. Gregory Greenfinch ..... **Mr. H. Grattan.**
Betsy..... Miss LORDON.
Officer..... Mr. DOWN.
Servant..... Mr. HILL.

An early application for Seats in the Dress Circle desirable, as the number of Places is limited.

Tickets to be obtained at the *Bombay Gazette*, *Times of India*, and the Imperial Hotel, also at the Box Office, at the Theatre on the night of the Performance.

Doors open at half-past 7; Performance to commence at 8 o'clock precisely.

VIVAT REGINA.

FOR SALE.

FIFTY Barrels Fresh AMERICAN FLOUR, just received ex *Crown Point*, Apply to.
STEARNS, HOBA RT, & Co.

POTATOES! POTATOES!

MAHABLESHWAR POTATOES of the first sort for sale. Price Rs. 6 per basket of four maunds. Apply to BURJORJEE DORABJEE PATELL, opposite the Post Office.

NOTICE.

MESSRS. C. STEPHENS have on Commission Sale, a pair of stylish Bay Arab HORSES, young, round, and standing 15 hands high. To be seen on giving one hour's notice.

FOR SALE.

THE Property of H. COUPLAND, Esq., proceeding to England.

A very fine Grey Arab Horse..... 14 2.
A very blood Bay Arab ..... 14 3.
A Chesnut Galloway..... 14 1.
A Roan Arab Pony (very blood).
A quite new Dog Cart, Brass Mounted Harness and Bay Arab, very fine action. Apply to,
NOWROJEE NESSERWANJEE,
Byculla Stables.

FOR SALE.

FORTY-EIGHT REELS LEAD PIPE:—

12 reels	½ inch.	
12 "	¾ "	
12 "	1 "	
12 "	1¼ "	Apply to

STEARNS, HOBART & Co.

VEHAR WATER SUPPLY.—TINNED LEAD OR COMPOSITION PIPES.—Service Pipes laid down including two of Lambert's Best Brass Cocks, Stop Cock Box, Fee and Labour.

Lengths of 50 to 100—		
½ inch, per foot	As.	14
¾ " "	Rs.	1 0 as.
1 " "	"	1 2 "
1¼ " "	"	1 6 "

* For lengths of over 100 feet—

½ inch, per foot	As.	12
¾ " "	"	14
1 " "	Rs.	1 0 as.
1¼ " "	"	1 4 "

Specimens may be seen at the Office of this Paper.

Apply to G. BURSTALL & Co.
Chinchpoogly.

THE RED BOOT.

READY MADE BOOT & SHOE WAREHOUSE. Just received ex *Vernon*.

Elastic	Patent Leather Boots.....	Rs. 14	p. pair.
"	French Calf do.	13	" "
"	or Lace Brown Leather do.....	13	" "
Lace	Patent Shoes	9	" "

R. PARTRIDGE.
Hummum Street, Fort.

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Each Twelve Annas.

The Law of Bankruptcy. By J. W. Smith, Esq., LL.D.
——— Husband and Wife. Ditto.
——— Master and Servant. Ditto.
——— Private Trading, &c. Ditto.
——— Banking. Ditto.
——— Bills, Cheques, &c. Ditto.
——— Principal and Surety. By E. Lawrance, Jun.

28, Medow Street. CHESSON & WOODHALL.

NOTICE.

THE COLLECTOR OF BOMBAY will receive Tenders for the right to reclaim the Sea ground near the Sion Causeway, also for the purchase of the Rewa Fort.

W. D'OYLY,
Collector.
Bombay Collector's Office, 7th May 1862.

ENGLISH NEWSPAPERS FOR SALE.

RECEIVED BY THE "MALTA."

Illustrated London News...	5th, 12th, and 19th April	1 14
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CHESSON & WOODHALL.
28, Medow Street, Fort.

VACANCIES.

AT No. 3, FORBES STREET, FORT, for RESPECTABLE BOARDERS.

Directory and Morning Papers on the Table.
THOS. GAYNOR,
3, Forbes Street.

NOTICE.

THE undersigned are prepared to accept risks of vessels and steamers and grant Policies on behalf of Reliance Marine Insurance Company of Calcutta payable in Bombay, Calcutta, Penang, Singapore, Hongkong, Shanghae and London.

DAVID SASSOON & Co.
Bombay, 19th March 1862.

COMMERCIAL.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Tuesday, 13th May 1862.

EXCHANGE.

On what Place	Terms.	Rates.
London (Credits)	6 months' sight	2s. 05/16d. to 2d.
Do. Documents	Do. do.	2s. 07/16d. to 2 1/16d.
Do. Bank Rates	Do. do.	2s. 05/16d. to 2d.
Calcutta	Sight	1/4 Prem.
Madras	30 days' sight	100
China	60 do. do.	Rs. 215 to 217 per $100.

SHARES.

Names.	Paid up.	Last Half-yearly Dividend.	Rates.
	Rs.		
Bombay Bank	1,000	5 p. cent.	71 Prm. ex Div.
Madras Bank	1,000	2 1/2 do.	33
Agra Bank	200	7 do.	30 do.
Oriental Bank Corporation	250	7 do.	102 do.
Commercial Bank	500	3 do.	1 1/4 do.
Mercantile Bank	250	5 do.	3 1/4 do.
Central Bank of W. India	150	2 1/2 do.	1 Prem.
Great Indian Peninsula Railway Company, Consolidated Shares	218.3.0	2 1/2 do.	Rs. 4 Dis.
Do. New Shares	87.4.4	2 1/2 do.	Rs. 5 do.
Bombay, Baroda, and Central India Railway	1,000	2 1/2 do.	Nomi. [sh. Div.
Hydraulic Press Company	4,000	350 p. sh.	Rs. 250 Dis. p.
Apollo Press Company	11,000	1,650 p. sh.	Rs. 20,500 p.sh.
Colaba Press Company	2,700	13 do.	Rs. 5,500 do.
Cloth Land Company	10,000	100 p. sh.	Rs. 11,500 do.
Elphinstone Land Company	5,100	200 p. sh.	Rs. 4,300 do.
Bombay Steam Navigation Company	500	32 do.	Rs. 375 dis.
Spinning and Weaving Co.	5,000	1,000 do. [p. Ann.	Rs. 500 dis.
Oriental Weaving and Spinning Company	2,500	450 p. sh.	Par.
Do. New Shares	625	.....	Rs. 40 Prem.
Do. New Shares	625	.....	Rs. 25 p. sh.
Victoria Spinning Co.	5,000	.....	Nominal.
Royal Spinning and Weaving Company	1500	.....	Rs. 450 Dis.
Great Eastern Spinning and Weaving Company	400	.....	Rs. 500 do.
Manockjee Pitti's Spinning and Weaving Co.	350	.....	Rs. 150 do.
Throstle Mill Company	4,000	.....	800 Dis.
Bombay United Spinning Company	4,500	.....	Nominal.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan	Nominal.
" Loan 1885-86	94 1/2 to 94 1/4
" Loan 1842-43	94 1/2 to 94 1/4
" Loan 1854-55	94 1/2 to 94 1/4
New Five Per Cent. Loan	103 1/2 to 105 1/2
Five and a Half Per Cent. Loan	112

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10 6
Bank of England Notes	Nominal.
Spanish Dollars	Rs. 230 Nominal
Carolus	" 250 do.
Mexican Dollars	" 227 do.
German Crowns	" 213 1/4 do.
Five Franc Pieces	" 205
Bar Silver	" 106 1/2
Gold Leaf	" 15-14

FREIGHTS.

To Liverpool (Cotton) ready	£3 2s. 6d.
" (Seeds)	" 1l. 15s. 0d.
To London (Cotton) ready	£2 15s. 0d.
" (Seeds)	£2 7s. 6d.
To China	Rs. 9 to 10
To Clyde	No enquiry.

PRICES CURRENT (MAY 11th, 1862.)

COTTON at Colaba :		Per candy.
New Broach, ready	Rs.	242 to 248
New Dholleras, and Bhownagger	"	234 to 237
New Omrawuttees	"	210 to 212
New Comptas	"	118 to 120
New Dharwar Sawginned	"	204 to 205
New Kanese, and Nuggar	"	205 to 208
New Varoul	"	205 to 210
Khandeish	"	195 to 200
New Poratchoe	"	215 to 216
New Accota	"	220 to 222
New Manglore	"	215 to 216
OPIUM—Malwa, Rs. 1,585		
SEEDS—Linseed, Candeish...at Rs. 6 to 6-1 per cwt.		
Rapeseed, Guzerat	"	6-14 to 7
Gingelly mixed (Black and White)	"	32 to 33
Nigger	"	35 to 37
	"	37 to 38

BANKS.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 20,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent. per annum.
Do. " 6 " 5 " "
Do. " 12 " 6 " "

EXCHANGE.

Bills on London, at 6 months' sight 2s. per Rupee.
Ditto at 4 ditto 1s. 11d. do.
Ditto at 3 ditto 1s. 11d. do.
Ditto at 2 ditto 1s. 11d. do.
Ditto at 1 ditto 1s. 11d. do.
Ditto at Sight ditto 1s. 11d. do.

Drafts at 6 months' sight are not granted for less than £50, and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ½ per cent. commission charged, if the amounts be paid in India if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ½ per cent. Commission.

Hours of business ..... 10 A. M. to 4 P. M.
Saturdays ..... 10 A. M. to 1 P. M.

EDWIN HEYCOCK,
Bombay, 6th May 1862. Manager.

COMMERCIAL BANK OF INDIA.

HEAD OFFICE, BOMBAY.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and not exceeding 20,000, repayable on demand... 2 per ct. per ann.
Fixed Deposits for 6 months ..... 4 do. do.
Ditto ..... 5 do. do.
No Cheques paid, or Cash received, under Rs. 20. do.

CASH CREDITS.

On Government Securities ..... 8 per cent.
On other Securities ..... 9 do.

EXCHANGE.

Bills on London, at 6 months' sight ..... 2s. per Rupee
Ditto 3 ditto ..... 1s. 11 1/4d. do.
Ditto 2 ditto ..... 1s. 11 1/4d. do.
Ditto 1 ditto ..... 1s. 11 1/4d. do.
Ditto on demand ..... 1s. 11 1/4d. do.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by sale, ½ per cent. commission charged, if the amounts be paid in India; if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody, ½ per cent commission.

Hours of business ..... 10 to 4 o'clock.
Saturdays ..... 10 to 1 do.

ROBERT ANGUS,
Bombay 30th April 1861. Manager.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant Drafts on London on Demand, and at fropn one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are :

On London at 6 months' sight ..... 2s. 0d. per Rupee.
" 4 do. ..... 1s. 11 1/2d. do.
" 3 do. ..... 1s. 11 1/2d. do.
" 2 do. ..... 1s. 11 1/2d. do.
" 1 do. ..... 1s. 11 1/2d. do.
" on demand ..... "
On Scotland do. ..... } 1s. 11 1/2d.
On Ireland do. .....
On Paris, at 3 days' sight ..... 1s. 11 1/2d. o.
Circular Notes payable throughout Europe 1s. 11 1/2d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on Demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchases or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms :—

Repayable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ..... 3 " "
Do. do. 6 do. ..... 4 " "
Do. do. 12 do. ..... 5 " "

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail, free of charge.

Parties are requested to make all Orders or Hoondies payable to " *The Oriental Bank Corporation or Order*," and to state distinctly the name and address of the person to whom the Remittance is to be made, *(if to a Lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ½ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms :—

If to be remitted through the Corporation ..... Without charge.
If to be paid in India, a Commission will be charged of ..... ½ per cent.
On returning Government Paper out of safe custody ..... ½ per cent.

Hours of business ..... 10 to 4 o'clock.
Saturdays ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 1st May 1862.

THE AGRA AND UNITED SERVICE BANK, LIMITED.

ESTABLISHED IN INDIA IN 1833.
Incorporated by Royal Charter

HEAD OFFICE..... LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMBEYLLA, SHANGHAI, HONG-KONG and EDINBURGH.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £200,000 (TWENTY LAKS OF RUPEES.)

THE BOMBAY MANAGER of the AGRA AND U. S. BANK, LIMITED, is authorised to draw on the undermentioned establishments :—

THE LONDON & WESTMINSTER BANK.
THE ROYAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK (IRELAND) (and Branches.)
THE BOMBAY BRANCH, makes advances on the pledge and deposit of Government Paper, and Loans are granted to Officers in the services on approved Security, and to Regiments for Regimental purposes.

The Bank grants Circular Notes negotiable in Egypt and the Continents of Europe. The following are the current rates of Exchange :—

On London at 6 months' sight ..... 2s. 0d.
" 4 months' sight ..... 1s. 11 1/2d.
" 3 months' sight ..... 1s. 11 1/2d.
" 2 months' sight ..... 1s. 11 1/2d.
" 1 month's sight ..... 1s. 11 1/2d.
" On demand ..... "
On Scotland ..... } 1s. 11 1/2d.
On Ireland .....
Circular Notes ..... s. 11 1/2d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsar, Hong-Kong, and Shanghai.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000 2 per cent. per annum.

2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.

3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.

4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed to on the Bank's Bills on London without notice.

Notice of withdrawal can be given at their most depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances under Rs. 1,000 or over Rs. 50,000, unless by specialagreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at the highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ½ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ½ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ½ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, Limited, or order, and the letter enclosing them should state distinctly the name of the person to whom the Remittance is to be made, *(if to a lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registry of Promissory Notes of theseveral Loans of the Indian Government, and enfacement for payment of the Interest in London.

Bombay, 1st May 1862.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.
Head Office—No. 20, Threadneedle St., London.
Paid up Capital—£644,000.
London Bankers. { The Bank of England. The City Bank.
Branches and Agencies at
Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates, viz :—

6 months' sight (not under £50) at 2s. 0d. per Rupee.
4 Do. ..... at 1s. 11 1/2d. "
3 Do. ..... at 1s. 11 1/2d. "
2 Do. ..... at 1s. 11 1/2d. "
1 Do. ..... at 1s. 11 1/2d. "
On demand (Head Office) ..... at 1s. 11 1/2d. "

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows :—

Repayable in one sum, at 3 months' notice,	1 per cent.
Do. 6 do.	5 "
Do. 12 do.	6 "

No interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realize Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ½ per cent. if the amounts be paid in India, if remitted home by the Bank, a charge.

On delivering up of Securities, deposited for safe custody, ½ per cent.

Office hours 10 A. M. to 1 P. M.; Saturdays 10 A. M. to 1 P. M.

ANTHONY MORRISON,
May 2nd, 1862. Agent.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange :—

On London, at 6 months' sight ..... 2s. 0d. per Rupee.
" 4 do. ..... 1s. 11 1/2d. "
" 3 do. ..... 1s. 11 1/2d. "
" 2 do. ..... 1s. 11 1/2d. "
" 1 do. ..... 1s. 11 1/2d. "
On Scotland do. ..... 1s. 11 1/2d. "
On Ireland do. ..... 1s. 11 1/2d. "
On demand do. ..... 1s. 11 1/2d. "

Drafts at 8 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts ..... 2 per cent.
On Deposits payable on demand, subject to a commission of ¼ per cent. on amounts withdrawn 4 "
Deposits for 3 months ..... 4 "
Do. do. 6 do. ..... 5 "
Do. do. 12 do. ..... 6 "

No interest allowed on Current Account Balances under Rs. 1,000 on Deposits above Rs. 50,000, unless by special agreement.

No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms :

If to be remitted to the Bank's Drafts, without charge.
If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold, on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. PEEBLES,
Bombay, 1st May 1862. Acting Agent.

SHIPPING.

BOMBAY.

Arrivals.

DATE.	SHIPS.	COMMANDERS.	FROM
May 12	Governor Higginson (s)	Gray	Kurrachee 9 May.
	Euphrates	Moyther	Liverpool 31 Dec.
	Arabian	Marshall	Melbourne 22 Feb.

Departure.

DATE.	SHIPS	COMMANDERS	TO
May 12	China (s)	Curling	Aden and Suez.

PASSENGERS ARRIVED.

Per steamer *Governor Higginson*, from Kurrachee.—Mr. Cooper, 2 Misses Cooper, Mrs. Ashburner; Lieut. R. J. Isacke; Captain Brown; Mr. T. J. Newnham; and Mr. Donnolly.

Port Clearance.

The following vessels obtained their port clearances yesterday :—

Ship *Margaret Jane*, J. W. Russel, bound to Cochin.
Ship *Lammermuir*, W. Stuart, bound to Singapore.

Commenced Loading.

The following vessels began to load yesterday :—

Ship *Prince of Wales*, for Calcutta.
Ship *Shard*, for Liverpool.
Ship *Morning Light*, for Liverpool.
Ship *Futty Moombarack*, for Singapore.
Steamer *Governor Higginson*, for Malabar Coast.
Ship *Futtay Shaw Allum*, for Calcutta.

DAILY EXPORTS.

BOMBAY, MONDAY, 12TH MAY 1862.

For London.

Queen Glendower.—68 cases Indigo, 200 l. maunds, Myanund Ramjus : 20 cases Olibanum, 41 cwt., Dedoubdass Purbhoodass : 169 bags black Pepper, 2321 cwt., Dollaveyally Nuzroodin.

Wee Spirit.—2 cases Furniture, H. R. Scollman and Co.

Burlington.—934 packages Saltpetre, 1,738 l. maunds, Goculdass Tezpall.

For Liverpool.

Clifton Bell.—100 bales Cotton, 310 cwt., Ganjee Cooverjee; 55 bales Cotton, 187½ cwt., Goculdass Culianjee; 60 bales Cotton, 210 cwt., Sowchund Golabchund.

Admiral.—310 bales Cotton, 1,085 cwt., Bomonjee Khodadad Eranv.

Albion.—100 bales Cotton, 350 cwt., Ranjee Jeatha : 120 bales Cotton, 420 cwt., Vulubdass Khemchund.

Sir Charles Napier.—150 bales Cotton, 525 cwt., 50 bales Wool, Bhimjee Ghirdhur ; 300 bales Cotton, 1,050 cwt., D Byramjee and Co.

America.—45 bales Cotton, 150 cwt., Mooljee-Dhunjee : 50 bales Cotton, 175 cwt., Luxmedass Valubjee.

Meteor.—1,000 bags Linseed 500 cwt., Maljee Sewjee : 50 bales Wool, 150 cwt., Sunjee Hemraj ; 70 bales Cotton, 245 cwt., Muncherjee Cowasjee Mody : 100 bales Cotton, 350 cwt., Ketsee Ragowjee : 41 bales Wool, 123 cwt., Goculdass Lalljee.

Parieles.—51 bales Cotton, 178½ cwt., Ranjee Khetsee.

Derrgo.—300 bales Cotton, 1,050 cwt., Kessoo Waga.

General Simpson.—500 bales Cotton, 1,750 cwt., Comber sons ; 400 bales Cotton, 1,400 cwt., Kessoo Waga.

Africa.—30 bales Cotton, 105 cwt., Megjee Premjee.

Bosphorus.—31 bales Cotton 103½ cwt., Pranjeewun Wargee ; 250 bales Cotton, 875 cwt., Killick Nixon and Co.

South Carolina.—100 bales Cotton, 350 cwt., Lackumsy Sewjee ; 100 bales Cotton, 350 cwt., Ranjee Jetta : 75 bales Wool, 225 cwt., Canjee Premjee.

Hiun.—2 bales Cotton, 7 cwt., Permanand Toolsidass.

Electric.—200 bales Cotton, 700 cwt., Woomersey Velljee and Co. ; 14 bales Cotton, 49 cwt., 57 bales Wool, 171 cwt., Permanund Moolchund : 50½ bales Cotton, 176½ cwt., H. M. Cama Sons : loose Buffaloe's and Deer's Horns, 83 cwt., Mahomed Natha.

Tiger.—100 bales Cotton, 350 cwt., Hirjee Bhimsy and Co.

Zulica.—200 bundles Sursee Seed, 450 cwt., Jeatha Jairaz.

Matilda Atheling.—500 bales Cotton, 1,750 cwt., Leckie and Co.

Chesshire.—100 bales Cotton, 350 cwt., Cowasjee Dhunjeebhoy ; 500 bundles Mustard Seed, 250 cwt., Runtoosee Ludha.

Shard.—800 packages Wet Dates, 910 cwt., Fernandise.

Thomas.—80 packages Poppy Seed, 100 cwt., Megjee Ranjee.

W. Chandler.—125 bales Cotton, 437½ cwt., Naroonjee Sewjee ; 552 bundles Sursee Seed, 276 cwt., Rowchund Amool uck ; 500 bags Sursee Seed, 750 cwt., Jeatha Jairaz.

Morning Light.—500 bales Cotton, 1,750 cwt., 1,900 bags Linseed, 500 cwt., S. Burstall and Co.

Americana.—8 bales Piece Goods, 24 corges, Jamadass Hurivulubh ; 91 bales Cotton, 318½ cwt., Tarachund Sobagchund.

J. A. Westervelt.—160 barrels Linseed Cakes, 215½ cwt., Rogers and Co.

Beloochee.—15½ bales Cotton, 54½ cwt., Luckumsy Rowjee ; 100 bales Cotton, 350 cwt., Luxmidass Hunsraz.

British Lion.—200 bales Cotton, 700 cwt., Luxmidass Hunsraz ; 100 bales Cotton, 350 cwt., R. Mooljee and Co.

Nell Gwynn.—300 bags Jingeely Seed, 450 cwt., Goculdass Tezpall.

For Hull.

Caroline.—250 bags Linseed, 437½ cwt., S. Burstall and Co.

For Havre.

Pescatore.—400 bales Cotton, 1,400 cwt., S. Tyebjee and Co.: 500 bags Coffee, 750 cwt., Dossabhoy Cursetjee.

For New York.

Megal.—Loose bundles Coir Yarn, 60 cwt., Lyon Brothers.

For Shanghae.

Steamer *Jeddo*—1 box Printed Books, 19 nos. Shapoorjee Framjee ; 2 chests M. Opium, 140 lbs. each, Luxmedass Hurbhoy ; 25 chests M. Opium, 139 lbs. each, Ruttonjee Eduljee.

For Suez.

Fair Alma.—42 bales Piece Goods, 2,260 corges, Moteechund Roognath ; 330 packages Wet Dates, 334½ cwt., Moteechund Roognathdass.

For Hongkong.

Steamer *Jeddo.*—9 chests M. Opium, 140 lbs. each, P. and D. F. Cama, and Co. : 13 chests M. Opium, 140 lbs. each, Sewlall Motilal ; 12 chests M. Opium, 140 lbs., each, Jugonath Bhikha ; 4 chests M. Opium, 140 lbs. each, Keesing Mohunlal ; 23 chests M. Opium 140 lbs. each, Ludhabhoy Nensy and Co. ; 23 chests M. Opium, 140 lbs. each, Allidinbhoy Hubibbhoy ; 153 chests M. Opium, 140 lbs. each, David Sassoon and Co. ; 5 chests M. Opium, 140 lbs., Eduljee Dadabhoy Lungrana and Co. ; 26 chests M. Opium, 140 lbs., each, Sevice Nensy and Co. ; 2 chests M. Opium, 140 lbs. each, Juvarcemull Dutteookrey ; 19 chests M. Opium, 140 lbs. each, Culliandass Nensy and Co. ; 13 chests M. Opium, 140 lbs. each, Bomonjee Framjee Cama and Co. ; 7 chests M. Opium, 136 lbs. each, Mohamdbhoy Dama ; 3 chests M. Opium, 140 lbs. each, Vaneechund Hemchund ; 15 chests M. Opium, 140 lbs. each, Ruttonjee Framjee Vacha and Co., 6 chests M. Opium, 140 each, Woomedchund Hokumchund ; 17 chests M. Opium, 140 lbs. each, Doraljee Pestonjee : 19 chests M. Opium, 140 lbs. each, Rahimbhoy Dossa : 4 chests M. Opium, 140 lbs. each, Framjee Byramjee Mehta : 4 chests M. Opium, 140 lbs. each, Rawagur Coovergur ; 3 chests M. Opium, 140 lbs. each, Laljee Ruttonchund ; 1 box Piece Goods, 49 corges, Hossun Ajum ; 10 chests M. Opium, 139 lbs. each, Nanjee Mohund ; 1 chest M. Opium, 140 lbs., Lullabhoy Derjee ; 9 chests M. Opium, 140 lbs. each, Allidinbhoy Hubib ; 8 chests M. Opium, 137 lbs. each, Culliandass Nusserwanjee ; 10½ chests M. Opium, 140 lbs. each, Cassumbhoy Nathabhoy Sons and Co. ; 16 chests M. Opium, 140 lbs. each, Currimjee Boonjeer ; 22 chests M. Opium, 139 lbs. each, Ruttonjee Eduljee.

Steamer *America.*—13 packages Grains, Curumbhoy Ebram ; 20 cases Hearabol, 53 cwt., Dawood Hosson ; 6 cases Cassia, Cooperji Meas. Lachoree and Co. ; 2,200 bags Bengal Rice, 4,400 l. maunds, Dhuramsey Poonjabhoy ; 21 chests Broken Glasses, 73½ cwt., Dhunjee Gower.

For Singapore.

Bombay Merchant.—40 packages Olibanum, 45 cwt., Hajee Seedic Moomer ; 100 packages Cloves, 125 cwt., Cassumbhai Nathabhoy ; 58 packages Cloves, 71 cwt., Ebram Noordin and Co.

Steamer *Jeddo.*—2 packages Sundries, Hajee Hosoon.

Prince of Wales.—150 bundles Red Ochre, 225 cwt., Rahimbhoy Razpall.

STATIONS OF H. M.'s INDIAN NAVY.

430	Ajdaha, 21 (flag-ship), Frushard	... Bombay.
800	Assaye, 10 (paddle), Adams	... England.
204	Assyria, 6 (paddle), Foster	... Gate of Commission.
216	Auckland, 6 (paddle), Drought	... Bombay.
	Augusta, 6 (schooner)	... Bombay.
864	Berenice, 6 (paddle), Hott	... Bombay.
589	Clyneside, 6 (paddle), Walton	... River Indus.
420	Clive, 14 (sloop), Lloyd	... Bombay.
350	Clyde, 3 (screw gun boat), Mitchem	Bombay.
374	Comet, 7 (gun-boat), Hingwood	River Euphrates.
182	Constance, 3 (schooner), Cookson	... Aden.
1926	Coromandel, 4 (screw), Burt	... Andaman Islands.
295	Cursetjee, (flat) Shaw	... River Indus.
1922	Dalhousie, (screw) Nicholls	... Suez.
887	Elphinstone, 12 (sloop), Etheridge	... Persian Gulf.
90	Emily, 2 (schooner), Evans	... Madras.
274	Ethersey, (flat), McLewen	... River Indus.
235	Euphrates, (survey ship), William	Out of Commission.
495	Falkland, 12 (corvette), Fraser	... Bombay.
1850	Feroze, 13 (paddle), Tronson	... Bombay.
610	Frere, 2 (paddle), Marsh	... River Indus.
215	Goolabee, (paddle yacht), Nicolls	... Bombay.
90	Georgiana, J. H. Gwynne, 2 (tender)	Persian Gulf.
610	Havelock, 2 (paddle), Davies	... River Indus.
809	Hugh Rose, (gun boat) Wood	... Persian Gulf.
	Honest Dayboy, (survey ship)	... Bombay.
522	Indus, 3 (paddle), Tickle	... Neale.
499	Hudson, 2 (paddle) Peck	... River Indus.
151	Lady Canning, 2 (paddle), James	... Adaman Islds.
	Retree, (flat), O'Brien	... River Indus.
709	Lady Canning, 2 (paddle), James	... Adaman Islds.
200	Lady Falkland, (paddle), Tacletoe	... Bombay.
157	Mahi, 3 (schooner), Gardiner	... Aden.
167	Marie, (schooner)	... Bombay.
445	Napier, 2 (paddle), Stevenson	... River Indus.
40	Nerbudda, (schooner)	... Karachee.
204	Nimrod, 2 (paddle), Hunter	... River Indus.
610	Outram, (paddle), Neal	... River Indus.
835	Planet, 1 (paddle), Fletcher	... River Indus.
140	Pieiad, (screw), Watts	... Bombay.
1246	Prince Arthur, (screw), Walker	... Bombay.
809	Punjaub, 19, Foulerton	... England.
308	Ravee, (flat), Ridge William	... River Indus.
583	Satellite, 1 (paddle), Harrison	... River Indus.
999	Semiramis, 8 (paddle), Worsley	... Bombay.
619	Sir Henry Lawrence, 2 (paddle), Jones	River Indus.
49	Sone, 1 (paddle), Rivers	... Bombay Harbour.
256	Tigris, 5 (brigantine), Dyer	... Persian Gulf.
705	Victoria, 4 (paddle), Canty	... Aden.
1903	Zenobia, 9 (paddle), Cruttenden	... Aden.

VESSELS IN BOMBAY HARBOUR

[o.t. signifies "commenced loading."]

FOR LONDON.

676	Burlington, Howes—W. Nicol & Co.	(c. l. May 10)
926	Countess of Yarborough, H. Fuller—W. Nicol & Co.	
1488	Earl of Balcarras—Remington & Co.	(c. l. March 11)
1310	Istamboul, Dunbar—Jehangihr N. Wadia	(c.l. May 10)
852	Lobelia, Phillips—W. & A. Graham & Co.	
903	Mary Shepherd, Budge—Martin, Young & Co.	
788	Moravshire, Mathers—Leckie & Co.	(c. l. April 18)
989	Owen Glendower, Robinson—Remington & Co.	(c.l. May 25)
1834	War Spirit, Lang—S. Burstall & Co.	(c. l. Mar. 24)
	FOR LIVERPOOL.	
744	Admiral, Clarke—B. F. Cama.	(c. l. April 14)
1165	Africa, Boyle,—J. Jenner & Co.	(c. l. March 11)
1009	Albion, Thompson, S. Burstall & Co.	(c. l. April 23)
1475	Amazon, Finlay —Copland & Co.	(c. l. April 1)
1046	Americana, W. Potts—Daily and Sorabjee.	
1227	Argonaut, White—Killick, Nixon & Co.	(c. l. March 27)
967	Beloochee, Mitchell—Copland & Co.	(c. l. March 27)
1391	Bosphorus, (s) —Killick, Nixon & Co.	(c. l. Mar. 26)
1482	Brougham Hall, Rennie—Copland & Co.	(c. l. April 27)
1122	Brunelle, Orkney—Rennie, Scovell & Co.	(c. l. Mar. 19)
1152	British Lion, J. Laybold—Coupland & Co.	(c. l. May. 29)
630	Barbara, Rice—W. Nicol & Co.	(c. l. April 22)
241	Camperdown, Hounspeare, Lees & Co.	
1049	Chance, Martin—W. & A. Graham & Co.	(c. l. Mar. 6)
883	Chevalier, Perkins—MerwanjeeNusserwanjee	(c. l. Apr 28)
1081	Clifton Belle, Bastin—Copland & Co.	(c. l. April 7)
1333	Crescent, Ewing—Rennie, Scovell & Co.	(c. l. April 7)
858	City of Agra, Ewing—Coupland & Co.	(c. l. April 30)
848	Dalkeith, Pincher—Ritchie, Steuart & Co.	(c. l. May 6)
1152	Dringo, Brown—Rennie, Scovell & Co.	(c. l. April 12)
950	Etna, Hugles—Robert Strong & Co.	(c. l. March 27)
1106	Electric, Underwood—Lawrence & Co.	(c. l. April 22)
748	Edith Byron, Anderson—Lawrence & Co.	
1471	General Simpson, Graham, Coupland & Co.	(c. l. April 14)
1090	Grace Darling, Bearse—M. N. Bhownagree.	(c. l. April 7)
702	Granada, Miller—Steuart & Co.	(c. l. April 5)
937	Gunalva, Mair—W. Nicol & Co.	(c. l. April 30)
418	Jacob A. Westervelt, Anderson—W. Nicol & Co.	
1710	John Mellvish, Grant—W. & A Graham & Co.	(c.l. Apr. 21)
884	Lyra, Chever—R. Carstairs & Co.	(c. l. April 25)
1285	Morning Star, C. Mathews—Coupland & Co.	(c. l. March 22)
676	Matilda Atheling, Power—S. Tyebjee & Co.	(c. l. April 26)
1881	Meteor, Porter—Rennie, Scovell & Co.	(c. l. April 1)
1285	Morning Star, C. Mathews—Coupland & Co.	(c. l. April 7)
2877	Morning Light, Gillies—S. Burstall & Co.	(c. l. May 1)
1194	Monica, Will—

7th, to the Controller; 8th, to the applying Department. We have assumed that no reference in the Military Department has to be made to the Auditor in Calcutta under the new system, in which, if we are wrong, we have omitted two steps, which would increase the number under the new system to ten. Assuming, however, that we have omitted nothing, the number of steps by which sanction to unusual expenditure is obtained, is the same under the new system as it was under the old, and there is no practically "special" difference between the two systems in the particular indicated. The sanction of Government before acting is as difficult to be obtained under the new system as it was under the old, in the case we have supposed, that being the only one that could arise in which the "special" sanction of Government would be necessary. One point more, and we have done with our contemporary for to-day. He says, and we are justified in assuming that he speaks with "special" reference to the conduct of Colonel Balfour,—"The way to gain the confidence of natives in ourselves is by shewing our confidence in them." Granted. To this we say, amen! with all our heart. But that Colonel Balfour has so striven to gain the confidence of the Natives, we flatly deny. He has officially decried the Native character directly and indirectly. In the sixth paragraph of letter No. 5076, dated 31st December 1861, the Chief has directly decried the Native character in these words:—"I thus state it to be my opinion that no rates derived from Native sources can be relied upon." Of indirect assertions to the same effect we have abundance from the prolific pen of our "great financier." In the fourth paragraph of the last quoted letter, he says, regarding the Kotwal, a Native official—He "would take care (by bribes, threats, or religious influence) to prime the traders beforehand in regard to the prices he wants to be stated to the officer." Another indirect slur upon the Native character shall conclude our present quotations. It is contained in the eleventh paragraph of letter No. 8280, dated 17th of April 1862, from the Department to the high-minded Commissary General of Bombay.—"Another advantage to be gained is, that collusion between Native Agents and Office writers is guarded against, and the facilities existing for falsifying vouchers thus greatly diminished." We ask our contemporary of Madras, what evidence is there in these extracts to shew that the "great financier" shewed "our confidence in" the Natives? Is there not in such extracts every thing to estrange the minds of the Natives from us, instead of gaining "the confidence of the natives in ourselves"? And is not the preaching of such stuff with regard to Colonel Balfour pure rot? We have not exhausted the subject.

CHESSON AND WOODHALL'S MISCELLANY, MAY 1862.

We congratulate the publishers of this Magazine on its growing attractiveness. The present number consists of a great variety of matter, all of which is very readable and interesting; and some of the articles are truely excellent and worthy of notice. There is a very interesting and graphic account of a Christmas spent in Rome; some good and practical hints on "Life Assurance"; rather an elegant first chapter of "Idyls of the Stuarts"; and many other pieces which we recommend our readers to peruse for themselves.

In our opinion, the two best articles in this number are, one on *Education in the Punjaub*, and the other on *the Government and Governors of British India, past and present*. In the former of these two articles, there are some very excellent remarks on the importance of educating Europeans in India, in which the writer urges—the importance of our never allowing the members of the European community to hold a position intellectually inferior to that of members of the native society, because it lowers our national character; as uneducated Europeans cannot rise to fill important offices in the State, and may be compelled to serve under educated Natives. He urges the necessity of a sound mercantile education for Europeans, with a sufficient quantity of such elementary instruction in science as a course of study followed by our mechanics institutions in England would act upon, so as to lead to progressive culture and mental improvement after the ages of sixteen and seventeen. "Many," he says, "doubtless look forward to see their sons sent home; for these boys it will be necessary to provide a classical education, and this will be obtainable at Mussoorie, Simla, and doubtless at Kangra, Murree and Dalhousie before long. The school at Lahore should have this object in view. * * * We confidently look forward to the time when a body of Englishmen, independent of the ranks of the army, and powerful for wealth, ability and position, will strengthen the hands of Government, both as to its prestige among the natives, and its capacity for carrying out its orders in times of political difficulty." We hope that Government will be stirred up to do more than it has yet done for the education of Europeans in Bombay. There is a large and increasing influx of Europeans into this Presidency for whose moral and intellectual training something should be done. Their children are not half so well provided for, as regards the means of education, as are the children of Natives. This ought not to be the case under an English Government. And if such a state of things continue, the result will be that no respectable Englishman will settle in this country.

The only thing our space will admit of our noticing with regard to the other article on the Governors of British India, is an anecdote regarding our present esteemed Governor, Sir Bartle Frere. "The first thing we ever heard," says our writer, "of Sir Bartle Frere was from a good old Judge of a bygone generation, who told us with bewildering wonderment of a very promising young man of 'our service' who having to give evidence in some case in a District Court, (Rutnagherry if we recollect aright) declined the honorable distinction always accorded to Sahebs, and chose to give his testimony in the same circumstances with the common cultivators, and in their language, thus making his share of the proceedings as intelligible to the natives as their own. The sound English heart of the old civilian sympathised approvingly with this practical declaration of the equality of all men in the eye of the law; and notwithstanding its incongruity with his own training and habits, he felt constrained to acknowledge that it indicated greater self-respect than the most sensitive clinging to distinctive honours and privileges. And, we do also affirm, that the English gentleman who feels the need of adventitious aids to sustain his personal status, either at the bar of a Native Adawlut or the durbar of a Native Prince, is unfit to uphold the real dignity of England in the position of a Governor of India."

We agree with the writer of the above. When a man in authority requires to call attention to his power he shews his unfitness for the position he occupies.

OFFICIAL PAPERS.

REPORT ON THE WORKING OF THE COURT OF SMALL CAUSES AT KURRACHEE.

Judicial Department.

From the Commissioner in Sind.

To His Excellency the Honorable Sir George Russell Clerk, K.C.B. & K.O.I. Governor and President in Council, Bombay.

Dated 15th April 1862.

Honorable Sir,—With reference to Mr. Secretary Shaw Stewart's letter No. 982 of the 22nd ultimo, I have the honor to forward a report from Mr. Middleton, the 1st Judge of the Court of Small Causes in Kurrachee, shewing the working of that Court from the 8th January to the 31st March 1862.

This report is satisfactory as shewing the growing popularity of the Court, and the effective manner in which the Judges dispose of their increased work.

I have no hesitation in pronouncing the 2nd Judge, Azum Syed Amroodeen, a very good judicial Officer, and the best Native Official available for the post.—I have the honor, &c.

(Signed) S. Mansfield,
Commissioner in Sind.

From C. A. Middleton, Esq.,
1st Judge of the Court of Small Causes, Kurrachee.

To S. Mansfield, Esq.,
Commissioner in Sind, Kurrachee.

Dated 3rd April 1862.

Sir,—In reply to the instructions No. 419, of 29th ultimo, I have the honor to submit the annexed tabular statements shewing the working of this Court from the 8th January to 31st March 1862.

From these tables it will be seen that during the period under report the number of suits has been increasing month by month. The average monthly number shown in these tables is 200, whereas the last year's monthly average was only 139.

The averge duration of each suit was five and a quarter days.

The first Judge sat 22 days, and the second Judge 34 days.

The number of applications for new trials was seven, of which four were granted and three dismissed.

Three special cases were submitted to the Sudder Court, under Section 13 of Act XLII. of 1860, and in each of these cases the decision of the Court was confirmed.

The increase of suits is attributable to the removal of the obstacles mentioned in the 10th para. of my previous report.—I have the honor &c.

C. A. Middleton,
1st Judge of the Court of Small Causes.

INTELLIGENCE.

LOCAL.

The Naval Orders issued yesterday, announce the departure to Europe on privilege leave, of Commodore Wellesley, the Commander-in-Chief of the Indian Navy.

Lieut. Isacke, for Marseilles, and Mr. Micklebugh, for Malta, are the only additional passengers, proceeded yesterday by the mail steamer *China*.

Mazagon Library and Mutual Improvement Association.—We have been desired to intimate that the Ordinary Weekly Meeting of this Institution will take place at half-past 7 o'clock this evening, at the residence of Mr. Mills. The Rev. Dr. Fraser, President of the Association, will deliver a lecture on "The Waters, their Chemistry and moral uses."

The *Calcutta Government Gazette* of the 3d instant, announces the assent of the Governor General to Act No. XIII. of 1862 to provide for a new Silver and a new Copper Coinage for India. The designations, both of the Silver and Copper new Coinage do not differ from those now in use. The Rupee is to be called the Government Rupee. All the Coins, Copper as well as Silver, are to bear on the obverse the likeness of Her Majesty, with the inscription "Victoria Queen:" and on the reverse, the designation of the Coins, in English, filled by the word "India," with such date and embellishments on each Coin as the Governor General in Council shall from time to time direct.

GREAT INDIAN PENINSULA RAILWAY.

Open 138 Miles.

Statement of Traffic, Week ending 4th May, 1862.

Coaching.		
Number of Passengers, 50,196.		
Amount	Rs.	25,661 11 8
Merchandize.		
Amount	,,	47,054 3 11
Total...	Rs.	72,715 15 7
Corresponding Week last year. Open 350½ Miles.		
Coaching.		
Number of Passengers, 18,208.		
Amount	Rs.	22,102 12 5
Merchandize.		
Amount	,,	41,974 13 4
Total...	Rs.	64,727 9 7

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Open 152½ Miles.

Statement of Traffic, Week ending 26th April, 1862.

Coaching.		
Number of Passengers, 17,149.		
Amount	Rs.	7,730 9 10
Merchandize.		
Amount	,,	1,841 3 2
Total...	Rs.	9,571 13 0
Corresponding Week last year. Open 99½ Miles.		
Coaching.		
Number of Passengers, 10,671.		
Amount	Rs.	6,359 2 10
Merchandize.		
Amount	,,	1,212 11 7
Total...	Rs.	7,586 14 5

BANK OF BOMBAY.

Statement of the affairs of the Bank of Bombay on the 10th May 1862.

Liabilities.

Proprietors' Capital	Rs.	52,25,000
Public Deposits	,,	60,98,536
Other Deposits	,,	99,48,123
Bank's Notes and Bills outstanding	,,	19,89,188
Rest	,,	3,29,082
	Rupees	2,35,59,929

Assets.

Loans on Deposit of Govt. Securities	Rs.	17,42,980
Credits Deposits do. do.	,,	9,32,272
Bills discounted	,,	18,34,714
Government Securities	,,	16,46,370
Govern ment Rs. 20,68,536.	,,	20,68,536.
Cash, Currency Notes and other Securities at Head Office and Branches	,,	1,53,35,057
	Rupees	2,35,59,929

By Order of the Board of Directors,
James Blair,
Secretary and Treasurer.

BOMBAY POLICE INTELLIGENCE.

PORT POLICE OFFICE.

Monday, 12th May 1862.

(Before N. W. Oliver, Esq.

Drunk and Riotous.—*John Bradley*, a private soldier belonging to H. M.'s 33rd Regiment, was charged with being drunk and riotous at the Apollo gate on Sunday, 11th instant.

Mr. James Glespin, Water Police Constable, said—Between ten and eleven o'clock on Sunday night I saw a crowd collected at the Apollo Gate. The prisoner was in the act of challenging people to fight. He was all but drunk. I saw him use a stick and strike a man of the crowd. I took him into custody. He gripped at my throat and seized it rather tightly. I have no marks and was not hurt. I was not in uniform.

The Prisoner had nothing to say beyond expressing his sorrow for what he had done; and that he did not know that the prosecutor was a constable.

His Worship told the prisoner, that he was liable to be fined Rs. 200 for assaulting a Policeman while in the execution of his duty, but as his pay as a soldier was small he would not inflict a heavy fine upon him. Under the circumstances he was fined three rupees.

LAW.

SMALL CAUSE COURT.

Monday, 12th May 1862.

(Before J. P. Hore, Esq.)

Abdool Gunny Turfray vs. *Feroze Abdool Kadir*.

Mr. Camroodeen appeared for the plaintiff.

Mr. Barton for the defendant.

This was an action brought to recover damages alleged to have been sustained by the plaintiff by reason of defendant's non-fulfilment of an agreement date 10th December 1861, by which the latter contracted to sell to the former a piece of ground situated in the Native Town for the sum of Rs. 1,101. The particulars of demand were made up of Rs. 100, being the difference between the value for which the land was contracted to be sold to the plaintiff, and the value for which it was subsequently sold by the defendant to another party, Rs. 50, the earnest money paid to the defendant; and Rs. 33 for sundry expenses preparatory to the deed of conveyance. The defendant admitted the contract, and pleaded that the plaintiff was not ready and willing to complete the purchase. On behalf of the plaintiff a number of witnesses were examined to prove that he did his best to complete the contract, that the money was tendered to the defendant, and that the defendant evaded the execution of the deed, and subsequently disposed of the property to another party.

At the close of the plaintiff's case, Mr. Barton stated the defendant's case, and among other arguments, raised the objection that the agreement was not sufficiently stamped. The document only bore a half Rupee stamp, instead of ten Rupees and upwards, sufficient to cover Rs. 1,101. The learned counsel said he would have taken the objection *at limini*, and saved the Court's time, had it not been for the statement made by Mr. Camroodeen that the document was stamped.

Mr. Camroodeen said he saw that the document bore a stamp, without examining for what sum, and concluded it was sufficiently stamped. Hence he stated that it was stamped.

His Honor nonsuited the plaintiff on the ground that the agreement was not sufficiently stamped.—*Plaintiff nonsuited*.

INDIAN.

NEWS LETTERS.

Calcutta, *4th May*.

The Viceregal Council held its last sitting on Wednesday, and is now quietly laid by in clover, barring all cases of emergency of which it will have due notice, until November. Three Bills for amending, extending &c. the eccentric Penal Code, were disposed of, as was Mr. Laing's Bill to amend Act XXXII. of 1860, for imposing duties on profits, arising from property, profession, trades, &c. The British Indian Association had seized on the opportunity afforded by this Bill for putting in their own, and had favoured Mr. Laing with a very unnecessary expression of their approval of the Bill, with one exception—they could not discover any clause repealing the tax on incomes below 500 Rs. per annum. The quiet way in which Mr. Laing expressed his surprise at the oversight, inasmuch as Clause XIV. was inserted expressly with that object, demolished them more effectually than any sarcasm could have done, and it is to be hoped the exhibition they have made of their folly in this instance will have the effect of restraining, for the time, their propensity for eternally meddling with matters which they don't understand. The British Indian Association labours under the impression that it is a power in the state, and that it is called upon to favour Government with its opinion on every subject of importance brought forward. Consisting, as it does, for the most part, of Young Bengal, its conceit is over-weening and difficult if not impossible to lower. The most effectual way perhaps will be to leave it alone and let it commit itself a few times in this grossly absurd way it has done on this occasion. Lord Elgin's speech adjourning the Council was rather cavalier, and pretty clearly expressed the doctrine that the Council was made for him and not he for the Council: it reminded me of that little toy representing a shepherd with his flock; if you make the shepherd pull one string all the sheep disperse, and on making him pull another they all reassemble. "He would not, as usual, adjourn the Council till the following Wednesday, but would mention that, in all probability, he should not call it together again till next November. Hon'ble gentlemen were doubtless aware that, under the Act of Parliament for the Indian Councils, the Governor General was empowered to summon the Council to meet whenever and wherever he pleased, and he did not intend, by any absolute pledge, to divest himself of this privilege . . . Subject to this reservation, however, he desired to inform Hon'ble gentlemen of the time at which they would probably be required . . . He could now adjourn the Council without mentioning any particular time for its reassembling, and reserving to himself the right to summon it whenever it might seem expedient to him to do so."

The report of the Commission which was appointed in 1860 to enquire into the system of police in India has, at long length, been published. They consider a force of from 130,000 to 160,000 men necessary for the whole of India, and estimate its probable cost at from 180 to 190 lakhs, of which they propose to assign to Bombay 25 lakhs and a half. Considering that the cost of the police employed on the 1st May 1860 was a trifle more than three millions sterling, of which the Bombay share was 45 lakhs, the saving is something considerable. In the meantime the dissolution of the Arracan local battalion has been ordered and the levy of a police force which is to cost two lakhs per annum sanctioned in its stead. The disturbances among the Cossyahs and Jynteahs continue, and no one, from the Government downward, seems to know whence they originate, where they are to end, or how set to work to bring about that desirable consummation. General Showers, in deference to the prevailing mania is issuing addresses to them which not one in five hundred of them can understand, and Government, by way of doing its share in endeavouring to tranquilize them, recently ordered the introduction of the Income Tax among them. Is it possible to conceive such folly? I doubt whether one man in a thousand has an income of 500 Rupees a year, so, practically, it is likely to be very oppressive, but the mere rumour of increased taxation among a semi-barbarous people like these Hill men is enough to increase ten-fold the existing excitement, and such in fact was the result of the first attempt to enforce its collection. So serious was the opposition shewn that the collection has been suspended: but that is almost as impolitic a measure as was its first introduction—Yield an inch to an Asiatic and he will always tak an ell; and the suspension of the collection of the Income Tax will encourage the Jynteahs to create a disturbance, whenever a measure is introduced among them which does not quite suit their fancy, in the hope of getting it withdrawn.

Wednesday's *Government Gazette* contained a notification that public bullistins are to be discontinued after the 31st July, on the ground that now telegraphic communication exists along a considerable portion of the route, they are almost always anticipated by private telegrams, and that they take up the time of the department to no purpose. It is true that some of the most important items of intelligence are often procured by private telegrams beforehand, but the cost of obtaining the full bulletin which is now transmitted would be so heavy that I doubt whether any paper would be inclined to undertake it, and the loss of time to the department of which the *Gazette* complains cannot be so serious as will be the deprivation to the public of their information. The change does not affect you, or at any rate will not, after next November, when the Galle mail ceases to run, but to us unfortunate "ditchers" it will be serious.

It has at length been definitively settled that the Andamans are to be the general penal settlement for British prisoners in the East. This is a great boon to Moulmein and the Straits, which had hitherto had to undergo the infliction of the convicts from India and Burmah. *Apropos* of Burmah, Lieut. Barn, Assistant Commissioner of the Tenasserim and Martaban Provinces, is about to make an expedition into the Shan States to pick up what information he can regarding the people and country. I do not know whether Lieut. Burn is going at his own or Government expense, but, in either case credit is due to him for endeavouring, at considerable risk, to acquire information regarding these people about whom we are lamentably ignorant. The tribes on the Burmese frontier are, no doubt, not the most pleasant people in the world to visit, as they don't make many laws about cutting a man's throat if the fancy takes them, but I should have thought the very danger and excitement, to say nothing of the romance of penetrating into an unknown country, would have provented sufficient attraction to many of the young officers of regiments encamped in the neighbourhood to have induced them to explore it long before this.

The papers have been pitching into the Public Works Department, but not half so strongly as it deserves, for increasing the wages of its labourers and thereby unnecessarily forcing up the rate. To such an extent has this been carried on in Darjeeling that the coolies are all leaving the tea-plantations, just at the time when they are most required, to work on the new cart road which is being made up to that station. Labour is at all times difficult of procurement in these hills in which there are hardly any inhabitants save at the town of Darjeeling itself, and coolies have to be recruited from the plains. Their usual rate of pay has been from 4-8 to 5 Rs. a month, but the Government officers have, at one stroke, raised their rates to 6-8, and the consequence is that the coolies are deserting in shoals. From one plantation alone sixty men left in a troop the other day, and not content with this, Government has even authorised the rates to be raised to Rupees 10 if necessary to attract the required labour. The planters cannot afford to double their rates similarly, and it is difficult to conceive how they will obtain labour. The convenience to them is the more serious that they are losing their skilled hands at the time of the year when tea manufacture is in full operation. The case affects tea-planters more than almost any other class of employers, as said hands are of no use to them, their coolies must have acquired a certain amount of experience before they can be trusted with the more delicate operations in the manufactory. It is inconceivable that any government should thus place itself in competition with its subjects in so serious a matter. A little transaction between the Parsee inhabitants of Calcutta, headed by Mr. Manickjee Rustomjee, and the Chief Justice, may probably interest some of your readers. A member of the Parsee community, one Muncherjee, unfortunately got himself quodded at the last sessions for ethical laxity of some sort, and the officials of the jail deprived him of his *sudra, kisti* and *topee*. The Parsees brought this to Sir Barnes Peacock's notice, explaining to him the importance attached to those articles of dress in a religious point of view, and the latter immediately ordered them to be restored to the prisoner, explaining at the same time to the pesterers that the removal in the first instance was entirely owing to a misapprehension on the part of the police who were unacquainted with the Parsee customs, few if any having ever been confined in the Calcutta jail before.

The Bengal Council sat for the last time yesterday, when it was adjourned till October next. The only Bill remaining before it undisposed of was one for revising the present arrangements for the control of Municipal matters, and entrusting them to Municipal boards, but this was literally *smashed* by Mr. Peterson, and will not, I expect, be brought forward again. The Bill proposed to divide Calcutta into six wards, each ward to be under the control of a board of six Commissioners to be elected by the inhabitants. These six boards again to be under the control of a Central Board which was to consist of paid members. This, as Mr. Peterson said, was reversing the practice at Home where the representatives of the Municipality have Supreme Control over the rates. By the arrangements proposed in the Bill, the divisional Boards would have no more control over the expedition than they have now. The Bill was introduced under the auspices of Government, but Mr. Peterson so thoroughly exposed its absurdity in this and many other respects, that the Lieutenant-Governor declared himself convinced and said, had the question been of passing the Bill, he should have voted against it. I have no doubt it will be revised during the recess, and reproduced in a fresh shape at its termination.

Kurrachee, *6th May*.

I trust I may be pardoned for my egotism in praising my own province, but as I shall only write of facts, their stubbornness will refute any censure or criticism. Kurrachee has been more than twice or thrice distinguished by being called upon to furnish men who have been appointed to plug up the square hole that threatened to sink the noble ship *India*. India is not a little indebted to Kurrachee for statesmen, financiers, secretaries—to *burdening Sind* for military geniuses to carry out the strategy which is considered necessary to the well-being of Her Majesty's liege subjects predestinated to exile. As a matter of course it is a source of noble exultation to us Sindees, to find that though accused of being a burden, yet that burden developes genius of that true stamp which only emits its natural brilliancy when circumstances call it forth. Sind *boasts* of nothing but its modesty! I might compare it to the poetized violet, were it not, that it is more entitled to the fragrance of *mille perfumes*

"—— timid jasmine buds, that keep
Their odour to themselves all day,
But, when the sun-light dies away,
Let their delicious incense out
To every breeze that roams about."

We are as useful as we are modest, and as I for the nonce represent what will eventually be the Capital of India, the modesty of my present observations will serve as a criterion of our general and ruling principle. I must again be allowed to express my delight in Sind proving itself a nursery for the good and great of the land; but as it is generally allowed that the good and great of any land are simply a reflex of the people they represent, it is highly just that the province which furnishes such noble qualities should be in some measure rewarded for the opportunities it affords of upholding the honour, dignity and talent of British-born subjects. I have it on undoubted authority, although the *Poona Observer* writes to the contrary, that Sir Hugh Rose has applied for the services of Major General Cunynghame, C.B., at present commanding the Sind Division of the Army, for the purpose of commanding the Lahore Division. No praises I can bestow, are adequate to the merits of General Cunynghame, particularly for his unremitted exertions in improving the cantonment of Kurrachee, which in appearance may now vie with any similar cantonment in India. The public buildings now in progress will lose materially by the departure of so excellent a man. It is not only the solid comforts which must arise from his wise measures, in the erection of suitable buildings for our market, and residences for those of limited means, but he is equally energetic in the moral improvement of the Camp people. Aided as he is by that indefatigable officer, Captain Church, as Superintendent of Bazaars, I trust that we shall soon experience the effects of their united good intentions, and proper resolves. In losing General Cunynghame we shall lose the friend of Sind; and well may the people of Lahore rejoice if he takes but a tithe of the interest in their conservatory measures he has taken for those of Sind.

A word or two on our ecclesiastical matters. We have much cause to rejoice in the advent of those who have the church at heart, I do not think there is any portion of India can boast of a better ordered church than ours. Of course I write as to its outward appearance. I could not be so presumptuous as to pronounce any opinion on the suitability of its design upon the hearts of the congregation; but this much I can say, that after having felt a dearth of knowledge which proceeds from God, we are now in the enjoyment of great spiritual help. To be sure we have an accumulation of crosses in and about the edifice, but they only add to the ornament, and are by no means calculated to distract our attention, or induce us to suppose that they are any assistance; they are only looked upon as an amiable weakness on high church principles. A wish has permeated among certain to add to the beauty of the church, by substituting an organ for the present harmonium. The earnest endeavour to excel in the choral service, and the eagerness with which some of the ladies of the station have given their services, most certainly calls for some better description of accompaniment; but I do not think it likely the idea will be successful, for an organ to properly fill so long a church as ours, must be of rather magnificent proportions; and as the only place where it could, with any regard to effect, be fixed, is the west end of the building, a gallery would have to be built expressly for it. A competent organist would have to be provided, one who understood his instrument, so that by a proper mode of playing he might render it less expensive in repairs and tuning. We should then want a suitable choir, with no interference with no organist, which task, I think, would be the most difficult matter to overcome. I hear the Municipality have sanctioned a clock: with these great additions we should be able to boast of every inducement to keep the Sabbath-day holy. In spite of an inward abhorrence of any exhibition of a High Church principle, as vergius too closely on Romanism, I am constrained to congratulate the Christians of Sind, on the good likely to be effected by our esteemed Chaplains. Ever since their arrival their style of preaching is like their character, remarkable for simplicity. There is no labored ornament—no rhetorical display—nothing which carries with it an air of affectation or pretence, it is throughout equally solemn as instructive—their tastes are classical—their conceptions clear—and all their propositions are stated in a language which it is scarcely possible to misapprehend.

Turning from this important feature in this station, I am led to notice the introduction of *gas* in Kurrachee: not only has it been thought of, but we have it burning every night in the private residence of the sterling old importer, Mr. Berrie, who is unwearied in his endeavours to introduce it in our streets and in our public buildings, I have no doubt that in due time it will be universally adopted; but the hitch appears to be "can it be depended on for a continuance?" It would certainly be very inconvenient, after having altered the chandeliers of the church, and the lamps in the streets, to find that the gas was on a visit, and could not be seduced to give light. This may be the opinion of some, but I do not think it is doing justice to Mr. Berrie, as without a rather extensive order, it would not be worth his while to undertake the matter so as to ensure a successful issue. At all events the progress in the material improvement of our social condition, bids us be up and doing, and to devote our best energies to the development of that wisdom it is the happiness of Britons to possess. Yet I think the Government of Sind will be very cautious how they patronize the making our darkness visible. The scattered nature of those localities which most require illumination, would involve the government and the municipality in an awful expense for mains fitting, &c. &c. They might thus consider it would not pay to lay them down. This leads to a suggestion that there are other modes by which private houses and public buildings, at least could derive the benefit of gas. The gas should be made at some central factory, and be sent about compressed in air-tight vessels, from which gasometers might be readily filled at every house where it is required. There are now plans and details before the public, by which this arrangement is rendered exceedingly simple, and which have only to be applied for, to be granted. I think it will be found that this is the most feasible mode of succeeding to use of gas in Kurrachee. Scarcely any capital would be required. I do not think the Government would hesitate to contract for the lighting of public buildings on this principle, and many of the shopkeepers would eagerly embrace it, if it was only to get rid of the offensive smell of oil.

Either some freak or some jesuitical observations have been made on the rising ambition of our ladies to handle the reins, and hold the whip; a sudden cessation of feminine charioteering has taken place. For a while it was a common sight to see ladies driving, and in style too, but now alas! the reins and the whip have been made over to their legitimate owners, and the fair jehus prefer the ornamental direction of splendid turns-out. I am not sorry for one that it should be so, for I do not consider it was a feat calculated to display any feminine grace, and carried with it, too great a display of holding the whip-hand over their lords and masters. If we have not a graceful act, we have gained more security on our roads, by the change. We have some splendid horsewomen here, and to see them dashing along, one is strongly reminded of the glorious charge of the three hundred.

Our new Commissioner, S. Mansfield, Esq., C.S., has commenced his administration, but as yet little has transpired to enable us to form an estimate of his abilities. He keeps himself aloof from the vulgar eye, so that it is only by the results of his acts we shall be able to form an opinion of him. Report says, he is an excellant man of business. It is my opinion he values the criticision of a Sind public at its worth, and by keeping himself close, any observations may fall off unheed from the armour of his acts. I have no doubt the high position he holds, and which enables him to act for the happiness of so many under his rule and governance, will call forth those bright qualities the monotonous routine of a Revenue Commissioner gave him no opportunity of doing. There is a great future for Sind, and if Mr. Mansfield buckles to, his name will figure as one of the philanthropists of India. We may hold ourselves lucky, if the order of C. S. carries its weight; we have no less than three to superintend our nursery. A judicial one to regulate and modify the decisions of our young Deputy Magistrates, and discourse *legal* law with them, in their preference to attend to his legal instead of laying themselves out in fascinating order of position. The appointment of these young civilians to posts of important trust, bids fair to raise up a mighty host of talent; for it is not now, as it was of old, that on being appointed to a lucrative and influential position, they considered themselves let loose from school and under the sanction of the magical C. S. might play high and fantastic tricks, to the great detriment of the public service and the derogation of the Civil Service. From what I have seen of these young gentlemen it would appear they have learned to look grave and thoughtful, which is a great way towards the actual possession of talent, and which will assure the natives that though young in years, they are well up in talent; this will suffice for the natives, we Europeans look a little below the surface, however "*all's well that ends well*." If our ruling powers take an interest in Sind, they will be ably seconded by the people. Some of these youngsters will on some sudden occasions, such as swallowing a musquito during the energy of the argument, and the curious contortions rendered necessary to eject the intrusive insect lay aside this assumed official gravity and indulge in a smothered smile. This is only "*human natur*" and betrays a youthful tendency. How much better such youngsters, than a parcel of fussy, pussy, crabbed old individuals, who can only see to the end of their nose, and hardly that.

I might perhaps be considered wanting, if, as your city is a city of merchants, I did not say some little on the subject. The force of trading is strongly exemplified wherever there is a British community, and so surely as application ensures reward, so surely is trade brought to bear on the resources of any country visited by the British. We have, in Kurrachee, as goodly a collection of merchants, as can be found in any part of India, relatively speaking. Nothing the province produces is left unturned, and the shrewdness and aptitude shown, fully convinces me that if the means *are* at hand, none know better how to turn them to good account than the merchants of Kurrachee. It is not merely the purchase and sale of commodities made to hand, but it is literally digging deep into the foundations of their common mother, in order to extract the immense stores said to be hidden from our view, and I have no doubt they will ultimately turn an arid plain into a fruitful garden. These are the true civilizers; these are they who from a clod of earth, create every portion of its produce into some luxury or necessary. None can conceive the hidden wealth that is stored up in India, its treasures are to be had for the seeking, and in the full appreciation of this blessing, our present merchants are but the forerunners of myriads, who, when *our* heads are laid low in the grave will leave the crowded land of their birth, and fix the sovereignty of the world in India. Every things tends to the fulfilment of this prognostication. Ancient prophecies foretell the downfall of Europe, and that in the East will be the desire of all nations.

Our railways and steam ships already give a stimulus to trade. Countries that have been lying fallow for centuries are now being opened up, and gorgeous realities of true interest are realized. The wisdom displayed in taking the land from an enervated and emasculated race, and giving it to a race celebrated not only for their energy and perseverance, but also proverbial for their right application of such a gift, sufficiently attests the Divine preference. As I have nothing to say for or against any railroads, &c. excepting those in this province, I may remark, that the Sind railway bids fair to outline the storm and tempest raised by the detractors. How absurd it is to suppose that a new line of railway through an arid and burning land, would pay itself in the short distance it has been carried. It was never in my opinion calculated, that the commerce of Sind would repay the enormous expenses incurred in the construction of what has already been carried out. No sane man would have asserted such a thing. No. It was more the drawing towards Sind, as being the only seaport to the north of Bombay, the whole trade of the North-West, the Punjaub, and Central India. I am lost in the conception of the vast increase to our trade, by the opportunities, that will be eventually afforded by the improved modes of transit. It cannot be too much to say, that India will yet be found to contain within its area, the products of the whole united world, and in some condemning the poverty of their species. We are not only opening the way to wealth, by means of our railways, steam-boats, &c., but we are labouring hard to afford facilities at the sea terminus. The indefatigable labours of Mr. Price in enlarging the harbour of Kurrachee, and the facilities which will be afforded for the entry of vessels of large size, is beyond all praise. The advantages of this work will be best appreciated when it is complete, enough is already visible, to show that what is being done, will eventuate in an admirable and prosperous adaptation of the harbour to the purposes requiring its use. These are only the beginnings, and could the worthy old Napier, and the equally worthy Mr. McLeod rise from their graves, and view the place they founded and adopted, but surprise as British pluck and perseverance, but the ingenuity and wisdom would cheer (if possible) the very cockles of their spiritual hearts. I think the following would serve as an excellent guide for our Sind Railway authorities. The Punjab authorities have shown their usual wisdom in fixing the third class fares on the Lahore and Umritsur railway so low that native modes of conveyance are superseded. The East India Railway must come to this yet. So popular is the railway with the Punjabees that the crowds who flock to it cannot be accommodated. Even respectable women travel in open day. A correspondent of the *Delhi Gazette* says:—"I asked one man why he did not go to Lahore by *Ekka*? That his father and grand-father had used an *Ekka* before him, and that surely he ought not depart from the manners and customs of his ancestors. It is more easy to conceive than express the look of supercilious contempt with which he answered:—*Ekkas* indeed! who would think of being shaken to pieces on an *Ekka* for seven or eight hours when he can go to Lahore in less than two hours in the greatest comfort, and for four annas?" That is the talisman which has charmed the Punjabee. Four annas from Umritsur to Lahore in a hundred minutes.

I will trespass no longer on your valuable space, and conclude by stating that the weather is grilling hot, but occasionally tempered by a fine sea-breeze.

BENGAL.

The latest about the notorious Feroze Shah is that he has adopted the honourable profession of *dacoites* which he is at present, or was very lately, pursuing, in conjunction with a noted dacoit in Meywar, with a gang of about a hundred followers.—*Englishman, May 2.*

During the rebellion of 1857, when the ruler of every Native State was either in open opposition to the British Government, or watching the course of events before committing himself to either party, Venkajee Bhoslay, the adopted son of the last Rajah of Suttia, entered into a conspiracy for the overthrow of the British Government. The conspiracy was discovered, his complicity brought home to Venkajee Bhoslay, and he himself lodged as a state prisoner on Butcher's Island. Here he has passed the last four years of his life, and here he would in all probability have ended a life which, under any other Government than that of Queen Victoria, would have long since forfeited, and the forfeit paid. But as years roll on offences against the State are forgotten, or at least in a measure overlooked. Of late this Venkajee Bhoslay has been in indifferent health, and the climate of the Island is said to be inimical. In consideration of this we learn that the Bombay Government has sanctioned his being permitted a certain amount of liberty, and his transfer under surveillance from Butcher's Island to Ahmednugger, where he is to take up his residence with his family. Verily John Bull is a magnanimous animal.—*Id.*

We hear that an extensive fire has taken place at Moharre in Nagpore, by which three hundred houses and much valuable property have been destroyed. It appears also that two children were burned, while their parents, with a most unnatural cowardice, sought safety in flight.—*Id.*

The *Glenroy* with salt from Liverpool is still on shore near Diamond Harbour and is unable to get either boats or steamer to lighten or assist her off, so great is the demand for them at the present time.

The *Pera* bound to Madras is, or was, also on shore near Moyapore.

SIND.

Trinity Church.—While cordially supporting our neighbour in his attempt to receive the project of getting an organ for our Church, which we think, in common with every body in the place associated with the edifice, it very much needs, and while warmly seconding his encomiums on the Revd. A. Watson, we must yet be permitted to set him right on several matters concerning the building, in which his information appears to be defective. The Church was originally sanctioned in 1845, by the Honourable Court of Directors of the East India Company, at a cost of Rupees 54,000, on a plan and estimate prepared and submitted by the late General C. Waddington; but the Government of India could not spare money at the time of the work being undertaken. In 1847, Major A. C. Peat was requested to commence operations but finding, on examination, General Waddington's plan did not provide sufficient accommodation, he prepared two fresh ones. These were on his death sent to Major General W. B. Goodfellow, his successor, then a Major, who being a great lover of the Gothic style rejected them as well as one furnished by Major B. K. Finnimore, and drew one himself assimilating with the Jamsetjee Hospital in Bombay. Colonel C. W. Tremenheere who succeded Major Goodfellow, rejected his idea, and prepared another design, which Major Hill set aside for two of his own. One of these came under the review of General Waddington as Chief Engineer of Bombay. That Officer condemned it on the score of spire not being in character with the body. Colonel Turner finally settled the matter by removing the offending part, and placing in its stead a turret on the model of one of the old Churches in the north of England, and the amended plan met with approval and was carried out. Thus it will be seen, we owe the body of the Church to Major Hill, and the tower to Colonel Turner. The ornamentation was the combined work of these gentlemen on funds furnished by private contribution, many of the patterns being taken from the tombs on the Sacrifice Hills near Tatta. The stained glass window our friend so much admires, was constructed and sent out from England, and set up in memory of Sir Charles Napier. The beautiful brown stone of which the chancel railing is made, was quarried from the hill in rear of the Napier Barracks. The white stone of the pulpit, the font and the carved arcs, was procured from Porebunder. The remainder of the building is of the ordinary limestone from the quarries near the New Cemetery. The Church excluding the ornaments was constructed within the original grant by the Court of Directors of 54,000 Rupees, and is calculated to contain 1,200 people, but the contractor, Ranchore Heerjee, was ruined by the undertaking. Major John Hill was the architect, Mr. George Stubbs the supervisor, and Kessob Cutchee the maistry; Colonel Turner the Superintending Engineer, the Reverends W. K. Fletcher and W. Carr the Chaplains, and Sir Bartle Frere the Commissioner during the progress of the work. The trustees of the Church have, we believe, funds for the purchase of an organ, but on this point we are not quite certain. However until

military reduction has not yet ceased, and the revenue may be expected to maintain at least its normal elasticity, we shall have a surplus. The expenditure on the army it is estimated will be 600,000*l.* lower than last year or 12,200,000*l.* This is due partly to the pertinacity with which Mr. Laing and Col. Balfour have opposed the unscrupulous attempts of Sir C. Wood and the Horse Guards to burden India with part of the military expenditure of England, partly to the disbandment of other eight sepoy corps of the Madras army and eight of the Bengal police battalions, and partly to a further reduction in the Indian army of 150,000*l.* and in the civil Police of 130,000*l.* But on the other side has to be placed an increase in the cost of collecting the revenue owing to opium balances, in the sum allotted under the head "Law and Justice" owing to Small Cause Courts and other reforms, in the interest on Debt in England, and in guaranteed Railway Interest. The surplus is thus arrived at—

	£
Total diminution of expenditure as compared with 1861-62	400,890
Increase of revenue do.	885,110
Surplus of 1861-2	142,623
Total surplus in 1862-63	1,428,623

This increase of revenue is due to land-tax, stamps and general buoyancy. The first question our readers will naturally ask is—can we depend on this surplus? As we showed last week it can be affected by only two circumstances—low cash balances and the opium trade. But the former are five millions above what is now necessary, with the new Bank arrangements and railway facilities. They stand at 14,300,000*l.* after paying England all we owe. As to opium amid fluctuations of prices and supply, has steadily risen in demand in China during the last ten years. From 1852 to 1857, 71,083 chests sold at Rs. 885, and the whole brought 6,120,000*l.* In the subsequent five years 70,000 chests sold at Rs. 1,593 each, brought 11,000,000*l.* To keep our present net income China has only to take 80,000 chests at Rs. 1,000 each or 100,000 chests at Rs. 800 each, a limit below what may be expected. And suppose, by one of those sudden events not uncommon in Asiatic history and still less unfrequent in Indian finances, the surplus should fail, the public works expenditure can be reduced to its old limits by a saving of two millions, the customs and salt duties may be again raised, or a combined Poll and License Tax can be imposed with ease, now that the people of India are satisfied that if we put on war taxes we take them off again as soon as possible. Jealous as we are on this point, we agree with Mr. Laing that his surplus is as safe as it is modest.

3.—The last and to the public the most important question is, how is this surplus of 1,428,623*l.* to be disposed of? By increasing the grant to education and Public works, by admitting Paper and Carriages free, by reducing the duty on Beer from 20 to 10 per cent., on Tobacco to 20 per cent., on Wines of less value than Rs. 12 per dozen from Rs. 3 to 1½ per gallon, on manufactured Cotton goods to 5 per cent., and on yarn to 3½. Moreover the tax on incomes under Rs. 500 a year will be taken off. Thus

	£
Increased Expenditure.	
Education, Science and Art	148,455
Public Works	380,000
Reduced Taxation.	
Import duties	475,000
Tax on incomes below £50 a year *net*...	250,000
	1,251,455

This it will be observed does not exhaust the surplus, while it leaves unrelieved the more honest part of the public, a large number of whom are pinched on salaries of from £50. to £600 a year, with rents and prices steadily rising. But we frankly meet Mr. Laing's appeal to the intelligence of the tax-payers on whom the burden still continues to be imposed, in the hope that the tax will be removed before three years expire.

Mr. Laing's Budget deserves, and is likely to receive an amount of favourable criticism such as financiers are strangers to, and such as is generally reserved for personal benefactors. Mr. Laing's success is due as much to his own policy and exertions, as to a fortunate conjunction of circumstances. To have raised the vote for education, science and art to half a million sterling, when even England gives only 800,000*l.*: to have abolished an odious tax on knowledge: to have been able to devote five millions, including local funds, to public works in the very thick of the cotton crisis: to have at once satisfied Manchester and her agents, and the mass of natives on small salaries, after having exempted traders and artisans from License Tax: last, and perhaps not least in the opinion of some, to have cheapened beer and cigars—to have done all this with a "canny" prudence characteristic of his country, is a triumph for Mr. Laing, which seems all the greater that it is the last Act in the bloody tragedy which began five years ago.

COLONEL BALFOUR.

(From the Athenæum and Statesman, May 1.)

A REALLY great man visited us when the last steamer stopped in the roads. He was not welcomed with any roar of cannon or other noisy ceremony, perhaps more honorary in the breach than the observance. But as he is one of whom Madras may be justly proud, it is well that we should chronicle his services, and remind the public at large of them, now that he is returning home, shattered in health by his severe labours, but having won golden opinions from all sorts of men, and doubtlessly about to receive those acknowledgments for his distinguished services which no man ever more honestly or deservedly earned.

Madras during the recent revolution, sent forth two men, of each of whom it may be said, without disparagement to the many other public servants who gave their lives up for their country, that he died at the post.

It was the gallant Neil who struck in at the critical moment at Allahabad, Benares, and Cawnpore; and although he was shortly after overshadowed and placed in a secondary position by the arrival of his superior officer General Havelock, it never ought to be forgotten that Neil was the first who adopted that prompt severity and lightning like rapidity of action which marks the really great man when the times are out of joint.

But after the storm and the hurricane had passed, the vessel of the State lay water-logged, and apparently a hopeless wreck upon the waste of waters, whose great swell had scarcely subsided, and all men, or almost all men predicted that she must founder. Twenty years of normal deficit, a famine impending, a fiscal taxation, an empty exchequer, a vast, lavish, increasing expenditure, were indeed apparitions that might well appal the boldest. Men shook their heads in moody ominous foreboding. We had come to the last chapter of the British history of India. We had conquered only to perish. Nevertheless the effort had to be made, and providentially once more the right man was found at the very moment he was wanted. Fresh taxation, at whatever risk, was clearly indispensible. The measure might be fraught with danger, but it was unavoidable. Sir Charles Trevelyan, that experienced farsighted Indian politician, fell a sacrifice to the duty which he felt himself imperatively called upon to perform, in warning the Supreme Government against the danger they were running. All or almost all that he urged has been most signally fulfilled. Mr. Laing's recent budget speech, a candid and frank exposition it is, reads like an admission from first to last of the soundness of Sir Charles Trevelyan's arguments and Volumes. And that we seek to uphold the method of our late Governor's course. Subordination is the main-spring of Government, and he fell for trifling with it. But the wisdom of what he then urged is self-apparent now. It is not to the Income Tax that we owe present fortunate equilibrium and surplus. The Income Tax is confessedly a failure. Its returns are comparatively small, certainly not such as to warrant its continuance one moment after it can be dispensed with. It is admitted that it falls upon two-thirds of the whole number of payers most grievously: and with respect to those at any rate its collection is attended with extortion and fraud. It is admitted too that it has caused the gravest possible irritation in India, though fortunately it has not been attended with their extreme consequences of violent resistance which Sir Charles Trevelyan anticipated. The Stamp Act has been far more productive than its most sanguine promoters ventured to hope. The Native views this measure with no suspicion: he likes to have something for his money: if it be only a piece of paper and he purchases it, he feels that he purchases a guarantee against fraud and chicanery, forgery and perjury, when he purchases an impression of the Queen's head at the Stamp Office.

But increased taxation would have been useless, if not supplemented by the most vigorous efforts at reduction of expenditure. Clearly it was in military finance that the greatest field lay open for retrenchment. But who was to bell the cat? Who clean out the Augean stable? Who strong enough to withstand the rush of opposition that was sure to be made? Who possessed of sufficient knowledge to carry out this enormous task efficiently on the one hand, and on the other with as little injury to private interests as possible? Colonel Balfour was that man: and we believe there was no other man in India, or probably out of it, who could have effected what he has done. When we reflect upon the fact that within two years five millions have been saved from our military expenditure, and that within the last year about three millions out of that have been struck off, we may form some idea of the amount of opposition and difficulties with which Colonel Balfour has had to contend. We say Colonel Balfour, not in disparagement of the other members of the Military Finance Committee; but because he was confessedly the ruling and master-spirit which animated the body. If we think for a moment on the number of individuals who must have felt the keen edge of the retrenching shears before three million sterling per annum could be saved to the State, we shall see what sort of a man, what firmness and determination of purpose, what immense labour was requisite for the purpose.

Col. Balfour was first brought prominently before the public by the celebrated Madras Public Works Report. Ranked together with Mr. Bourdillon and General Frederick Cotton, he gave what we believe was the first great blow to the old Indian administration, by the exposure which that volume disclosed. We all remember the indignation of poor old Sir Henry Pottinger, who sent an Aide-de-Camp to forbid the Commissioners appearing at breakfast; and the East India Directors would no doubt have treated them to a similar mark of displeasure and disrespect if they had dared. Colonel Balfour was one of the little band of men, who at the renewal of the last Charter stood boldly forward to paint the administration of the East India Company, its apathy, its neglect of important works, its short-sighted views of political economy and principles of Government, its fatal exclusiveness and utter selfishness, in their true colours: and there was the more merit in his doing this than in others, unconnected with the Government, because he was running the gravest risk of injuring his own professional prospects, in running thus counter to the interests of his employers. In common with others he had long to submit to obloquy and suspicion and accusations of ignorance, and prejudice, and party-spirit. But the principles which he and the little yet firm band of Madras reformers advocated have since been signally triumphant, and their justification lies in the present position of India. We assert that under the old regime this sudden spring from bankruptcy to an overflowing Treasury would have been utterly impossible. The Court of Directors would have stood aghast at the prospect before them at the close of the rebellion. We should have had temporizing and petty expedients, and cooked accounts, which no man could possibly unriddle; promises of reform when matters had righted themselves, and so forth; but no action: at least none commensurate with the necessities of the occasion. Some may question whether the new Government has not been going too fast for the slowness of the native character and perception. But for our own part we have the happiest confidence in the results which the Queen's administration has, in its supercession of the Company, already brought about. We have a strange reliance upon the wisdom of making clear, candid, intelligible financial statements: we believe that government can be better carried on by a distributive than a centralizing process; that no danger, but on the contrary every advantage attends the introduction of independent British capital, intelligence, and enterprize in this country: that the way to gain the confidence of the natives in ourselves is by showing our confidence in them: that they will usefully incorporate with us in the civil administration of their own country: and that there never was a wiser step, or in a better direction than opening up the very highest appointments to the legitimate ambitions of the educated native population; that the partial remission of taxation which we have already declared will of itself go further than almost any other measure we could adopt to conciliate upon the native mind: at large the good faith and honesty of our intentions. These are some though not all of the more prominent consequences of the abolition of the Company's Government and the inauguration of that of Her Majesty. These are Colonel Balfour's principles, and it is upon these he has acted. He has already achieved a European reputation, and it remains only for his grateful country to acknowledge the full value of his services. Nothing can exceed the striking sense which Lord Canning, Lord Elgin, and every member of the Supreme Government entertains of the immense benefits conferred upon India by Colonel Balfour; and we understand that they have most unequivocally and handsomely recorded their opinions upon his departure.

It is a singular circumstance that the whole of Colonel Balfour's previous studies and pursuits have tended towards the precise point upon which they were ultimately brought to bear with such remarkable effect. Possessed of administrative capacity and qualifications of the highest order, his mind has been devoted not only to mastering the higher branches of his own professional science, but he has ever been pondering over statistics and questions of financial reform. His minute acquaintance with all such knowledge, and the ready way in which he could refer to sources of information on the most minute points, the rapidity and correctness with which he solved the most abstruse questions, and the facility he possessed of making such matters clear to his hearers in general, where all most remarkable. His courage and firmness were equal to his knowledge, and without the former the latter would have been but of little use in the performance of the task assigned to him. His unflinching labourer himself, he exacted from all under him an amount of work, which no doubt rendered him unpopular with his employees; but he was a most just man, and a kind withal; and though his abhorrence of jobbery was intense, the private loss which individuals have had to suffer under his edicts must we feel sure have often caused him pain. But the exigencies of the public service were inexorable. The crisis was one of life or death: and it would have been insanity to have administered a mere sedative when nothing short of the actual cautery could supply a remedy.

We trust that in addition to the honours which he is about to receive, the Home Government will take care to secure his services for India's good. It has become a somewhat hackneid recommendation of late that each departing person should be suggested by the Indian Press for a place in the Home Council. Some have sneered at this proneness on the part of the Press: but as we think with very little reason. The truth is that the men now leaving India are the first out-turn of the new regime, and the sooner that such men as Lord Canning, Mr. Laing and Colonel Balfour fill the places of the Woods and the Hoggs, the Willoughbys and the Montgomeries, the better for India. At present the head of the India Board has no personal experience of India, no local knowledge of the country. The Council is filled with the old leaven of Leadenhall Street. We must have men in office who combine perfect knowledge with the "new ideas" which have prevailed over the time-honoured maxims of Haileybury, if we wish to secure the safety, regularity, and permanence of the new system of administration.

There is a great danger to be guarded against. Unless Lord Elgin be as firm as adamant, unless Colonel Balfour's successor be imbued with the same spirit as himself, and possess much of the same qualifications, it is to be apprehended that old abuses will soon begin to creep back again into our Military finances. Their name is legion, and their combined power all but irresistable. There will be a natural desire and a natural effort to regain old advantages, and emoluments, and power, and patronage, on the part of departments and individuals. Their urgency and their efforts must be guarded against. Colonel Balfour has shown the way: it is for those he leaves behind to persevere in, and not turn back from the path he has opened up.

To meet this necessity, to strengthen the hands of the authorities in India, the presence of Colonel Balfour in the Council at home would be a tower of strength and of support: and we can scarcely think that such special abilities as his will be permitted to be idle, when the country has a positive right to look for many years of active duty from one to whom she already owes so much.

ENGLISH PRESS.

OUR NAVAL PRESENCE.

(From the Daily News, April 12.)

THAT startling demonstration of science lately given in the James River, which has shocked our naval theorists and disturbed so many practical men, has naturally been hitherto considered, both in this country and America, only in its bearing upon naval warfare. But with us, whose warfare, while it remains defensive, ought to be wholly naval, the results of the new invention are of importance, as leading to conclusions which have a bearing upon our military arrangements too important to be over-looked. That which we dread, that nightmare which periodically shakes our souls, and even in our waking moments leaves an influence of dismay—that which makes us preserve a garrison of 80,000 regular troops, of numerous regiments of militia, of a hundred and twenty thousand Volunteers, within the limits of these peaceful and industrious islands, is the fear of invasion by a land force. It is the picture of fifty thousand men thrown without a note of warning upon the coast of Sussex or Hampshire, duly supported by an adequate proportion of cavalry and artillery, fully equipped with every species of military requirement, and able to march at once on the capital, that makes us judge no precaution superfluous, no expense unreasonable, which can assure our safety from a disaster so frightful. How, then, are the possibilities of such an event affected by the introduction of iron-plated ships of war? This is to us a question of far more interest than the defence of any single port, or the disputed supremacy between floating iron and fixed granite; and we shall do well pending the discussion on these questions, to look at the large and more momentous results which may be deduced from what is now the admitted superiority of iron over wood in its application to the question of the transport of an invading army.

It is obvious at the very first glance that for the future it has become one inevitable condition of such transport that it must be made in iron-clad vessels. There needs now no navy of overwhelming force to be collected to disperse the enemy's troop ships and to overpower their convoy. A single vessel, which it has been proved need be no larger nor more costly than the Monitor, could send a whole wooden fleet to the bottom ere it could, under the most favourable circumstances, make the passage between Calais and Dover. It would, in fact, deal with the fleet of transports much as a gunner on the mudbanks of Lymington deals with a flock of frightened wild fowl. The first discharge from the terrible double-barrel would scatter its victims, and the rest of the engagement would consist in the pursuit and destruction of the crippled survivors. Nor let it be remembered, would the absolute certainty of this result be affected by the presence of any number of iron-clad ships-of-war conveying the enemy's transports. It is the best established of the results as yet obtained that iron ships may be made invulnerable to the attack of other iron ships. The Monitor bore the full brunt of the attack of the Merrimac uninjured; the Merrimac, though only defended with railway iron, bore scatheless for some hours the battery of the Monitor. It is plain that had either chosen to neglect the other, and to devote itself wholly to the sinking of the wooden ships in the roads, it inevitably would have accomplished its purpose, despite all the efforts of its sole impregnable foe. And thus, too, we assuming, as we are entitled to do, that if it be found that ships can carry guns the weight of Sir W. Armstrong's latest improvement, we can also construct cupola vessels of a form and strength of shield which can resist them for at least some hours—find ourselves brought with absolute certainty to the conviction that no foreign Power will hereafter dare the madness of entrusting a great army to the transport of wooden vessels, and that the stationing of a few iron-plated ships, of no great size or cost, at moderate intervals round our coasts, will suffice to assure us that no attack shall be made upon us by an invader until he has collected a fleet of ironsides able to carry a great army at one voyage across the Channel.

Hence at once, with a positive accuracy of demonstration rarely attainable in questions of military tactics, we find the bare possibility of an invasion removed from us till an event in the indefinite future shall have first arrived. For most certainly in the whole world there does not at present exist, nor can there for years be constructed, the fleet that could safely bring an army to our shores. For let us not forget how peculiar are the conditions which such a fleet must fulfil. Small vessels cannot carry the weight of iron plates necessary for defence of the hull. They must therefore be nearly if not wholly, submerged, and raise only their turret or cupola of thick iron above the surface. But these conditions are not compatible with the transport of troops. No commander will yet venture to commit his forces to holds of submerged vessels in a seaway. On the other hand, if ships are built sufficiently large to carry troops above water, the cost becomes so enormous as to limit effectually their number, while their draught of water becomes so great as to compel a tedious disembarkation in boats, where again there would arise all the risk of transport in wooden vessels. Grant that the Warrior class of ships could carry, if not intended for fighting, several thousand men on a short trip, there is comfort and security in the reflection that the possibility of making the trip will cost half a million of money, and a couple of years in time. If we multiply the cost of the Warrior by the number of thousand men required to make good a landing on shores guarded only by Volunteers, we shall reach a sum which will appal the Exchequer even of a despotism. And if we add the fact that in landing her freight each such ship must lie half a mile from shore, while Monitors and Cupolas are cruising all around, we reach a very satisfactory assurance that the time has been very far removed when we can possibly have cause to light our beacon fires to carry the warning note of the approach of an invader.

With these facts before us, what ought to be our practical course? Plainly, it is at once to provide ourselves with such a number of small cupola vessels as shall permit one to be stationed in every important mercantile harbour of the United Kingdom, and yet be secure alike from naval attack on our shipping and military descent on our coasts. Unfortunately the Admiralty, with that passion for enormous size and unlimited expenditure which has ever characterised them—which made them despise gunboats till the Russian war was almost over, and which made them launch into those huge dimensions of the Great Eastern experiment in iron plates—have apparently decided on a different course. They have contracted for one cupola vessel of 2,600 tons, intended to carry six turrets, and to draw about 20 feet. There is nothing in the world, afloat or building, which demands us to provide a vessel of such a size: while on the other hand there is every possible motive to urge us to furnish ourselves with a class of vessels resembling that in which Captain Coles's experiments were conducted—a mere floating battery of light draught and carrying only a single cupola. If we must indulge the Admiralty in one monster ship on every new plan that may be suggested, we trust at least that this one will suffice them, and that they will next set themselves to the construction of such as are really wanted. For the funds there can fortunately in this case be no difficulty. Since by possession of such vessels we shall be free from any chance of invasion, we may at once set about the reduction of our army. The strength of the French army has usually been held up as the measure of our danger, and from this the Emperor has just struck off 30,000 men. A corresponding reduction on our side will give a saving of 3,000,000*l.* a year, a sum which would give us, ere summer is over, a fleet of fifty Monitors. In future years this beneficent American warning may at length prove the means of removing Income Tax, and of relieving us from that fatal position in which the Chancellor of the Exchequer, in words of little-heeded wisdom has shown us to stand, of having, in a period of profound peace, reached the utmost limit to which we could urge our war expenditure.

IRON CASED SHIPS.

(From the Times, April 3.)

TO-MORROW the Government will have another opportunity of expressing its opinions on the all-important subject of Iron-cased Ships, but it is extremely desirable that the question of the shore fortifications, however urgent in itself, should be kept distinct from that of wooden men-of-war. No doubt, the American battle has thrown a flood of light on both questions together, and the Americans themselves, who are both best-informed and most immediately interested in the matter, have not been slow in coming to a decision on the evidence obtained. They have not only voted some millions sterling for the instant equipment of Iron-cased Vessels, but they have proposed to transfer to the same fund, and to appropriate for that purpose, a large sum previously voted for the construction of shore fortifications. As far as their example goes, therefore, we should be perfectly justified in suspending our outlay on the forts at Spithead: but the question of the Navy itself is not only far more momentous, but more removed from doubt. It may possibly be still open to any man to argue for stationary forts against floating batteries, but nobody can any longer pretend to maintain that a wooden vessel can be regarded as an effective man-of-war when Iron-cased Vessels are at sea.

We cannot conceive how Sir F. Lewis and Lord C. Paget have persuaded themselves that the naval action in Hampton Roads leaves the controversy between wood and iron where it stood before. It has removed the matter from the region of theory to the region of fact. It has proved by actual demonstration that plated ships are practically—we may almost say absolutely—invulnerable. The Merrimac was pounded for five hours together with heavier shot and at shorter ranges than have been used in any experiments at Shoeburyness, and yet she resisted to the last. If she was damaged it was by collision with an iron-plated adversary, or if a shot reached her decks it was through an unguarded crevice, and not through her armour. Not even by superior speed, therefore, or power of closing could a wooden three-decker have any chance in the broadside harm. As for the other part of the business, that never was solved with uncertainty, but it is, at any rate, clear enough now. A timber-built vessel within range of an Ironside's guns is a lost ship in ten minutes. All this might, doubtless, have been predicted before, but it has now been demonstrated, and the case is even stronger than it was supposed to be.

It appears to us that the aspect of the question has been so decisively changed that a change of course in these matters must necessarily follow. Up to the present time the new theory has been so far accepted by our authorities that they have given up the construction of timber-built battle ships, and are building all such vessels as Iron-cased. We are still preparing to build smaller men-of-war as before, and, indeed, to "devote their best energies" to this work during the current year. They are also maintaining at sea on various stations 19 line-of-battle ships, built of wood, though by their own admission, as well as by the terrible evidence of the late battle, they are not only worse than useless. Is this a policy which can be prudently pursued in the face of recent lessons? Lord C. Paget allowed that Iron-cased Vessels were "very much superior" to wooden ones, but that is no sufficient statement of the case. There is no comparison or balance of advantages in the matter. The simple truth is that a wooden man-of-war, such as the Victoria, with 140 men-of-war afloat, is, if overtaken by an Iron-cased ship, a doomed vessel. She cannot show the least fight whatever. As to engaging her antagonist, she might as well attempt to batter a tornado. The alternative before her is to strike or sink—unless, indeed, she is swift enough and discreet enough to run away, and leave her enemy in possession of the sea.

We are told in reply to what are no longer arguments, but facts, that Iron-cased Vessels cannot be sent to sea. We answer that the Warrior and the Gloire have proved the contrary. They have both been to sea, and the former in the very worst weather. We are then told that small ships cannot possibly be plated with a thickness of armour sufficient to be impervious to support the weight of the armour. To this we reply that the Monitor is but a 1,200-ton vessel. True, she is not a seaworthy ship, but does anybody suppose that this defect will not be overcome? Will the inventors who have got thus far be unable to go a step further? In a few months's time the Americans have constructed a vessel fit, at any rate, to go round from New York to Hampton Roads in half a gale of wind, and there to fight a successful battle with an iron-cased adversary three times her size. Is it to be imagined that they will be long in making such vessels fit to put to sea like any other cruiser? And when this is done what becomes of all our sloops and corvettes in commission, and of all our sloops and corvettes which we are still spending money upon at this very hour?

Observe what follows from facts plainly admitted. Government has given up building wooden line-of-battle ships, and confesses that all such ships must be of iron. But, if it is of no use to build new ones, of course it is of no use to keep old ones afloat. Granted that they are better than nothing so long as Iron Ships cannot be sent against them, is it not obviously our policy to replace them by Iron Ships as quickly as we can? There is no need to maintain the same numerical force. A couple of Ironsides would be "stronger than a wooden squadron. Again, it is perfectly evident that what applies to one fighting ship applies to another, and that a small man-of-war without armour would be just as helpless as a large one. All that can be said is that *at present* no plan has been devised for making an Iron-plated Ship nimble enough and seaworthy enough for a long foreign cruise; but, once more, let us ask how long that problem is likely to remain unsolved? We now know beyond question that if ever a little vessel like the Monitor *should* be able to make her way to distant ports, all the ships on any given station would be completely at her mercy. The argument of Ministers is that no such voyage can be made, and, consequently, that wooden ships may be safely, and indeed necessarily, employed on such service. But directly the argument is turned round against it even a little uncertainty, but it is, at any rate, clear enough now. A timber-built vessel within range of an Ironside's guns is a lost ship in ten minutes. All this might, doubtless, have been predicted before, but it has now been demonstrated, and the case is even stronger than it was supposed to be.

We say that all this follows directly and undeniably from the fact that a wooden man-of-war is helpless against an iron one, and we say that this fact is established beyond question by the battle in Hampton Roads. If any persons still doubted, they can doubt no longer. Wherever there is an Iron-cased Vessel at sea all timber-built vessels are good for nothing. It is not a case of comparative advantages, as between rifled ordnance and smooth-bore guns, or even as between sails, which are always useful, and steam power, which is measured by the supply of fuel. The wooden ship, or squadron, whichever it may be, when once in presence of an iron adversary, is destined to utter destruction, without the chance of returning a blow. That is the great fact now before us; and in the face of such a truth we do not see how it can be politic to build any more wooden ships, or to lose an hour in arming our iron ones.

THE IRON ERA IN SEA-FIGHTS.

(From the Weekly Dispatch, March 30.)

THE naval engagement off the James's River, in Virginia, is the opening of the iron era in sea-fights. The facts are striking, and compel the most anxious attention. Every one will see at a glance that wherever a sufficiently coated iron vessel appears, the best thing that wooden ones can do is to sheer off out of harm's way. The war navy must be of invulnerable iron wherever an enemy is likely to send an armoured ship to meet it. The Merrimac might, had her commander acted with a little more confident coolness, have destroyed every foe within his reach before the Monitor came up. Then it was iron against iron, and it took five hours of hard fighting before either ship could make any available impression upon the other. In the end the Merrimac went off with some damage, her plough injured, probably by striking at the Monitor, and her bow stove in.

The accounts will be read with breathless interest, and coming from eye-witnesses, sailors combatants, every point comes out as clearly as words can pourtray it. We are justified in drawing the conclusions. The immediate mastery which the Merrimac won over her wooden antagonist was due to her strong incisive prow. She could have sunk the Cumberland and the Congress both in time by her mere fire, receiving the shots from each with perfect indifference; their broadside rattled off her roof and sides like peas. But her instant victory was gained by running the Cumberland down, by breaching her irreparably at a blow, so that she might be left to settle down in her grave without further heed. This is one memorandum for our builders. The next is that, iron vessel against iron vessel, this power is quite unavailable. The Monitor when thus struck by the Merrimac received no perceptible damage: and, reading the account of the Monitor's construction, we should doubt whether she possesses that bat-like strength which our own iron-panelled as well as iron-coated vessels can offer in resistance.

Then it will be seen that the Americans care not one jot about the ship-shape appearance of their vessels. The seamen on board the Cumberland are surprised to see a hulking, unsightly mass, like a huge log or raft of a sunken house, the more so that the only projection apparent is a chimney. Yet it is from this roof that the heaviest shot glance off like paper pellets. Those on board the Merrimac are just as surprised with the queer, lubberly appearance of their new opponent the Monitor, a slow broad tub, the top of whose bulwarks is only four feet above water, lying so low that on her voyage the sea is frequently over her deck, and fighting her guns from a round tower impervious to all shot and shell. On board the Monitor the only person hit was the Lieutenant commanding, who, we believe, was imprudent enough to look out; and the Merrimac would probably have lost only one sailor, who was cut in half for showing himself above a hatchway during the short engagement with the Cumberland. The Americans on each side went straight to the purpose in their shipbuilding. The dangers before them and work to be done sharpened their wits and made their efforts thoroughly practical. One requisite was fully attended to by each—that the ships should not be carried by boarding. The Merrimac tried this with the Monitor, but was thoroughly baffled; and the Confederates were glad to get back to their own sea fortress. The two iron-plated Confederate gun-boats, the Jamestown and the Yorktown, suffered in the *melee*, but it must be remembered that they are paddle-wheel steamers—the very worst of all constructions for war purposes.

We feel greatly strengthened in the opinion which induced us to approve of Lord Clarence Paget's proposal to build the new floating battery which is to sit upon its guns from three invulnerable domes. The principle is that which was commended in our literary columns, when offered in Mr. W. J. Hall's pamphlet as the mode for fortifying the mouth of the Thames. The construction required is now evidently one which need pay no heed to assailants, but will be able to force its way at once without the risk of harm to the weakest portion of the enemy's fleet. This will probably be the mode decided for, when two iron vessels pound at each other at all distance for five hours, and one is left unscathed while the other receives no more than a warning of danger, the risks are virtually reduced to 0.

Great Britain will be pondering over these facts for many a day. Our interest is *not* on this side of this question. It will be possible to build an indestructible bridge to our shores, and we are almost a Continental nation. For us, the valour and skill of our seamen in a contest where all combatants must run manly risks, is our best safeguard. The question which next arises is whether transports capable of carrying an army and its material and of landing them on a wooden shore can be built so as also to bear impervious plating. They need not return a shot, they need only stand pounding while they do their work. The last news of the French Navy is, that it now possesses 60 plated gunboats, built expressly to protect a landing force. Now the Monitor, which was pounded for hours together, the whole fleet of the Union, is only a gun-boat. The defence against an invading force must be the destruction of the transports. This would be accomplished if they were not as heavy, as strong, as indestructible as our iron frigates.

We do not attempt to forestal the debate, scientific and professional, which will arise out of this first proof, this unanswerable proclamation, that the art of naval warfare is completely charged, and that, for the present at least, iron defence is stronger than the attack of gunnery. Land fortifications will be next to useless against the batteries of a powerful iron fleet. A seacoast is at its mercy unless defended by the same instrument and then perhaps will be very imperfectly protected. Of one thing only are we sure, that the rein must be given to inventive and adaptive genius; that watching the campaign in America, should it be carried much further, we should endeavour to exhaust the applications of the new power: that imagination, which is the highest faculty of a practical as well as of a poetical mind, should realize in anticipation the features of attack and defence. Conferences of the ablest men should fight out sham battles. The veteran sailor, the engineer, the artillerist, the ship-builder, should hold long and frequent council. The debate over this game of chess is no less than the destiny of the world, and that is enough to afford excitement for the coldest and impassive for the ablest among us.

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